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Arguably the most beautiful machine unveiled this year was a concept car at Geneva – the Bentley EXP10 Speed 6. Perhaps also one with the most pedantic name, but never mind that! The concept in question was designed by one Luc Donckerwolke – in his role as Design Director at Bentley, Lamborghini, and Audi.

Now, you can't say design and Audi in the same sentence without mentioning Peter Schreyer – the man who designed the original TT. I distinctly remember the first time I saw the Audi TT. It was in California in 1998, and I looked on – agog – as a silver TT drove past. It bore more resemblance to a lunar rover rather than an earthly sports car. To say that it was futuristic would be an understatement. But to say that it was influential would be entirely factual.

So what do Donckerwolke and Schreyer have in common? Well, other than the fact that they've both been a part of the VW Group in the recent past, and both are among the most celebrated car designers of our time, the answer is that they both work for Hyundai-Kia presently. Now if that doesn't give you an indication that Hyundai means business, I don't know what will.

Hyundai-Kia is not only the fastest growing automotive group of the last decade, but also the most improved. You only have to look at the current Hyundai Genesis, Kia Optima, Kia Soul, Hyundai Sonata, or even Hyundai i20 to see that for yourself. Take only the Sonata as a case in point. While the one dating back to 2005 looks like a Jaguar mated with a Perodua, the current Sonata looks like the love child of Brad Pitt and Scarlet Johansson – well, in a manner of speaking.

Perhaps I'm exaggerating to make a point, but the point is that the Hyundai-Kia brands appear to be the most focussed and ambitious automotive brands in the world today. And that's great news for Indian customers. Just look at the Grand i10, Elite i20, and Creta of the past few years – each have come to represent the very best from their respective segments. More importantly, the competition has had to up its game just to stay within arm's length.

So it's a good thing, then, that India is front and centre in their focus currently – seems like a win-win really!



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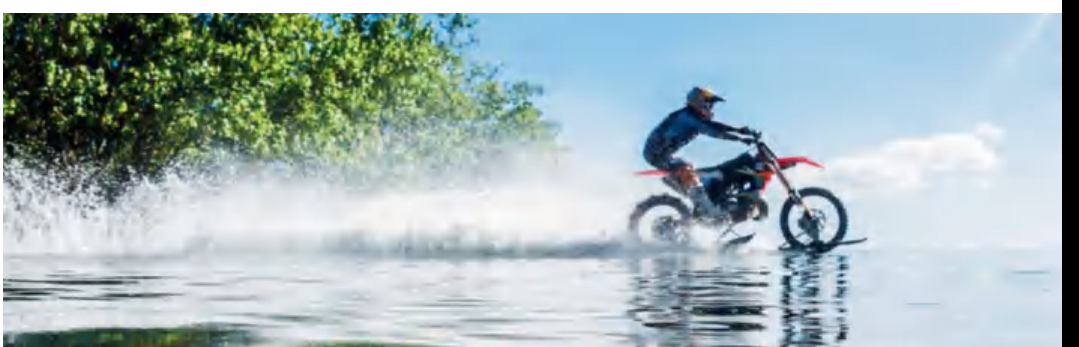
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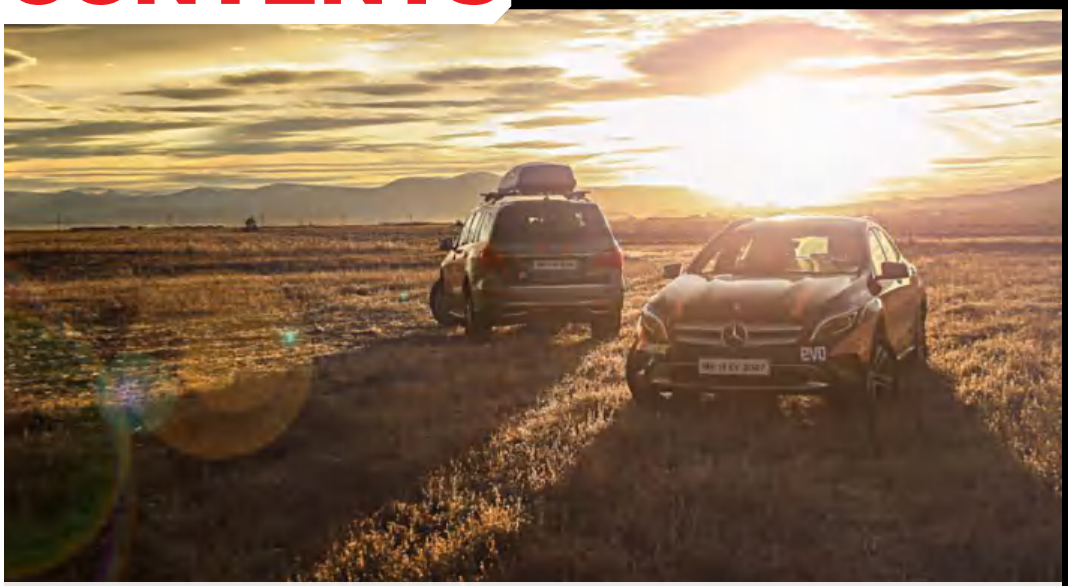
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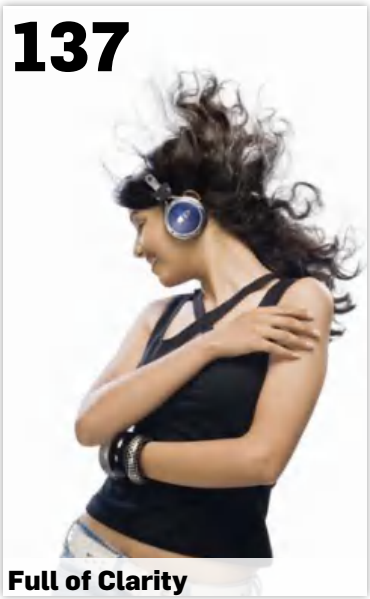
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OPINION



by **ASHISH JHA** *Twitter: @AJ2eats*



Ashish feels that SUV's need to lose the 'sport' tag, and machines that can go off-road need to be referred to as such – off-roaders!

There's always been a great fascination with the term 'sport' in the automotive world. Motorsport is an example of what motoring machines can be! It yields the epitome of engineering brilliance, and evokes deep emotion. One Mr. M. S. Gill could do with reading up a bit more on the subject of motorsport.

Being dismissive of, irritated by, and angry over the comments by many of our government officials is quite a normal thing for most of the nation. Yet, there are some who are colossal dimwits in going about their business. I was massively pissed at M. S. Gill's remark from a few years back that motorsport is "expensive entertainment." There's nothing wrong with being schismatic, but you need to apply some nous over subjects that have massive global acceptance. Motorsport is one such subject. After all, it's classified as a sport the world over, and to make a statement like that – especially in the capacity of a union minister – is simply ludicrous.

Gill mentioned something about the technology in motorsport being far removed from the general automotive scene here. Yes, I completely agree – and that's true not only for the Indian automotive scene, but several other parts of the world where motorsport finds a warm embrace.

And if the technology in any sport is a measure for its classification, I don't even know where to begin for motorsports in India. And by that logic, shouldn't we aspire to get better? Either way, it seems that Mr IAS has the right to his opinion — sad that he chose to voice it publicly as sports minister though. Great job!

Anyway, the point I wanted to make at the start of this piece, but got deviated from, is that while I fully understand the harmonious union of 'motor' and 'sport,' I find it very hard to get convinced of the abbreviation 'SUV.'

The vehicles that get classified as SUVs are mostly big, beefy machines that can traverse some of the most demanding natural and man-made obstacles. In that sense, I always imagined terms like 'off-road' and 'rugged' to be quite fitting for such vehicles. Wikipedia and some other digital sources define SUV as a "vehicle similar to a station wagon, estate car, or a van, which is usually equipped with four-wheel drive for on-road or off-road ability." So there's no mention of any sporting pretence by definition!

Take some of the other categories as a case in point – sedans, hatchbacks, sport cars (wherein sport is actually appropriately used), pick-up trucks, station wagons, minivans, etc. – they all do what it says on the label. SUV, however, comes across as a segment that's a little confused about its identity. Of course, there are vehicles in this category that do the off-road bit quite well – so why not simply term them as off-roaders?

I totally understand the 'crossover' category – a segment that's submitted to the accountants chasing green balance sheets. And the design of a crossover vehicle is influenced heavily by a key feature – an underbelly scrape prevention system called 'Ground Clearance.' But what really riles me up is the prostitution of the concept. Crossovers aren't just limited to SUV-esque body shapes – there are now hatchbacks that are bring raised slightly and then being given inflated body proportions.

Sure, the 'sport' tag looks good on a performance version of a utility vehicle, like the Range Rover Sport, Cayenne, AMG ML (oops, I mean GLE), and more suchlike. But the idea of taking a Toyota Land Cruiser or Nissan Patrol out on a track for a lap time sounds downright ridiculous, doesn't it? Or would a Jeep Wrangler or LR Defender tearing through thick vegetation in a forest – sluggishly, but surely – qualify as 'sport'? We could debate that, but, to me, it's more fitting to use words like hard-work, grit, solid, masculine… you get the picture.

The world is going mad with SUV-esque body-styles at the moment, but true SUVs are few and far between. Most high-end SUVs are more of a lifestyle alternative to conventional luxury cars. Crossovers are – well, just quite cross! There needs to be a separate segment to celebrate vehicles that do more of the outdoorsy stuff. And there needs to be a petition to get rid of the 'sport' tag, for goodness sake – it's just stupid! AX

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OPINION



by **KARL PESKETT**



With the advent of autonomous cars, Karl wonders if you should even be on the road if you can't even steer your car back into lane!

Whether you're an adult or a child, there's always something to get out of a Pixar film. For kids, it may be the slapstick humour or the way the characters speak. For adults, though, there's usually a moral to take away from it. And one film in particular is almost prophetic in its vision.

WALL·E sees a future of lazy, virtually immobile humans, relying on machines to carry out almost every whim and fancy. As a result, these lethargic people have ended up as fat slobs, believing that being slaved for is the best way of life. Why do it yourself when you can let a machine do it for you?

The problem with that line of thinking is that it's not just limited to a fantasy burned to a Blu Ray disc. As we move toward autonomous vehicles, we're doing less and less of the driving and relying more and more on our cars to cater for our inabilities. At the recent launch of the Audi Q7, it was touted as the closest thing to a self-driving car as we can get given worldwide legislation hadn't quite caught up with technology. And certainly, after driving it for a week, you can see how much it tries to suppress any possibility of an accident.

The blind-spot warning flashes madly if you indicate too early when overtaking, the lane guidance steers you into the lane, the distance control warns you if it thinks you're getting too close to the car in front, and the self parking system enables you to parallel park without using your bumpers to feel your way in.

The sentiment is noble – humans account for almost all errors on our roads. Therefore, if we remove the squidgy, imperfect lifeform from the equation, accidents should cease. But the problem with that logic is that there will still be people driving on our roads who aren't in an autonomous vehicle, and the meshing of the two modes of transport could prove fatal.

The other problem is what to do with bikes. Once self-driving cars are legalised, the next logic is to ban all other forms of driving. Since autonomous motorcycles are a long way off, are bikers just going to relinquish their right to ride? Hardly. And if they're on our roads, there's another accident waiting to happen. Except bike riders are generally very switched on – they have to be, or they'll end up dead. So, why can't car drivers be the same?

So here's the issue. With more and more tech-laden vehicles taking away our ability to make proper decisions while driving, we become more reliant on them. Cars are being built for people who can't drive properly. Why on earth would you want a car to steer you back into your lane? If you can't keep a vehicle within its allotted lane, then you shouldn't be on the road. If you can't turn your head to check a blind spot, then you don't deserve to drive. And if you can't judge how far in front a car is, then please hand in your licence now.

The first time you ride a bicycle, you're taught about the value of judgement, especially when crossing the road. No machine takes over for you, so why should driving be any different.

Catering for the lowest common denominator is a stupid way to design cars. Sure, we need active and passive safety, but learning how to drive properly should be our first priority. Like the band name, we need to rage against the machine. aX

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OPINION



by **JENS MEINERS** *Twitter: @DerContinental*



Jens evaluates the health of the car industry based on what he saw at the recently concluded LA Auto Show...

The diesel scandal is casting its shadow. Germany's presence at the Los Angeles Auto Show was a far cry from earlier years. Two high-performance variants by Audi (niche models at best), a special model of the Volkswagen Beetle, and a further variation of the vast 911 palette – in the past, we've seen much bigger and better at this Southern Californian metropolis, which is bursting with purchasing power. There wasn't even a trace of Bentley or Lamborghini at the show. The rear-wheel drive, purist Huracan LP 580-2 was revealed at an offsite location.

BMW's presence was modest as well. Their most important debut was the Mini Clubman – arriving in the US after its international launch at the Frankfurt Motor Show. Mercedes-Benz, however, served up two global debuts – the seven-seater GL morphs into the GLS, and the SL, which is redesigned with a completely new front end and modified technology. Daimler has recently made headlines in California with the hiring of star designer Stefan Lamm – who held senior positions at Ford and Seat before taking over Benz's advanced design studio in Carlsbad, near San Diego.

The American brands, on the other hand, appear to be bursting with confidence. GM and Ford have used the show to sharpen their luxury brands. The Cadillac XT5, successor of the SRX, has become not only bigger but also much lighter than its predecessor – and it surprised with a very high-quality interior and many practical ideas. And then there's the Buick LaCrosse – a large and elegantly styled sedan expected to gain a following in the US, and especially in China.

These markets are the focus of another luxury brand – Lincoln. Ford's premium brand unveiled a revised MKZ – a sedan based on the Mondeo – engineered to deliver over 400 horsepower. Its front end is shown for the first time with the brand's new 'signature' grille – a design element all too obviously copied from Bentley. Insiders claim that a Bentley was parked in Lincoln's design studio – so that the designers could emulate its style.

Outside inspiration seems to have shaped the Ford Escape/Kuga crossover as well. It look is strikingly close to the Hyundai Tucson.

Hyundai's look may be copied, but it could well change. The brand is waiting for its next chief designer, Luc Donckerwolke of Lamborghini and Bentley fame. When he takes on his job next year, he's expected to re-imagine and redefine Hyundai. Right now, the design of sister brand Kia is more consistent and modern. Hyundai needs to be sharpened, and they need a convincing styling language for Genesis – which will morph into a luxurious sub-brand.

Infiniti's new crossover, the QX30, shown in the United States for the first time, is intended to help Nissan's premium subsidiary position itself again as a premium brand. And, since the QX30's voluptuous shape hides a Mercedes-Benz GLA, it is a realistic endeavour. The chances of a QX30 with the powertrain of the GLA45 AMG, however, are slim.

Meanwhile, Alfa Romeo is on a power trip. The long-delayed Giulia sedan is usually shown in Quadrifoglio trim, with a 500-horsepower V-6 biturbo. In Los Angeles, however, the brand announced the arrival of a two-litre four-cylinder rated at 280 horsepower. I have to admit that I'm a little sceptical about whether the Giulia is enough to turn this dormant Italian brand around. And the signs from Fiat are mixed as well. The 124 Spider, named after an iconic model that was built from the late 1960's into the 80's, is little more than a rebodied Mazda MX-5. And thus, the cute and attractive roadster underscores once more that Fiat is woefully short on technology and expertise. More than ever, the fortune of Fiat-Chrysler depends on gas-guzzling Jeeps and Ram Pickup trucks. ax

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OPINION



by **SIDDHARTH VINAYAK PATANKAR** *Twitter: @sidpatankar*



Siddharth finally fulfils a lifelong dream – to drive across the mighty expanse of the U.S. of A.

It's been several years since I took my first flight to the US. Bright-eyed, naive and bursting with excitement, I got off the plane at Chicago's O'Hare airport – one of the busiest I had seen (probably since Singapore a few years earlier) – and waited impatiently for the domestic flight to Harrisburg, Pennsylvania. We got there around 4:30pm local time, and my father picked us up. We then drove to Carlisle about an hour away, and life as I knew it changed.

The first thing on my list was 'not' to try out a typical American hamburger, visit a mall or an amusement park. No, I had heard that the driving age in Pennsylvania was 16 – and so I just wanted to get my licence. I couldn't quite get to it on the first morning of my life in the US, but I got there within a week!

The months I spent driving around after that, and the foundation it laid, is something that I'll treasure always. It was truly one of the best things that could have happened to me. At the time, I drove the family's old Volvo station wagon. The 240 DL was by no means anywhere near being cool, but I was super proud of it just the same. A friend of mine at school, Chris, had what was undoubtedly the 'it' car of my graduating class – a Jeep Grand Cherokee. The SUV craze was starting to catch on in the US, and the Grand Cherokee was not only tough and big – but, in those days, was as comfortable and car-like as an SUV could get. She (yes, Chris was short for Christina) had let me drive it a few times, and I was always in 7th heaven when I did. We used to talk – Chris and I – about one day taking her Jeep cross-country. "We gotta go coast-to-coast across these Yoonited States baby," was what she and another friend Kris (this time short for Kristofer) used to say. And I was totally in!

I've been back to US several times since graduating high school in Carlisle. And I've talked about this unrequited dream even more times – with friends, family, and anyone else who cared to listen – both in the States and back home in India. And so many have wanted to do it with me. But I always knew it was never a serious thought. It was unrealistic – I needed to have done this in my early 20's when you're 'supposed' to go find yourself! I never felt that need to look for something that wasn't lost – and so here I was – always pining for my dream road trip. One person with whom I know I had this fleeting conversation was Dhruv Behl – a friend, editor of this mag, and also someone who had previously lived in the US. And I know its something that he always wanted to do too. But he's not one of the people I had talked with about doing this trip in all seriousness.

But life is full of surprises, and here we are – on the verge of something historic – two 'global Indians' (yes, we like to flatter ourselves), driving two made-in-in-India German cars across the mighty expanse of the North American continent. It's the culmination of a dream for me, and a significant part of the journey on the Great Overland Adventure – and something that I know will give us memories to last a lifetime. They say such experiences mould you a certain way, leave impressions on you, and also help to shape destiny in some senses. Big words? Sure! But I can tell you this – as I sit in the plane and type out these words on my assembled-in-China American laptop, I can feel some of the same rush, the same emotion, the same anticipation, and the same expectation of great discovery as I did all those years ago. We touch down in New York in a couple of hours – and I can't wait. It's going to be legen – wait for – dary! ax

Read all about the American adventure later in this issue (as well as in our forthcoming January 2016 issue). And don't miss the show on NDTV Prime, every Tuesday at 8:30pm.

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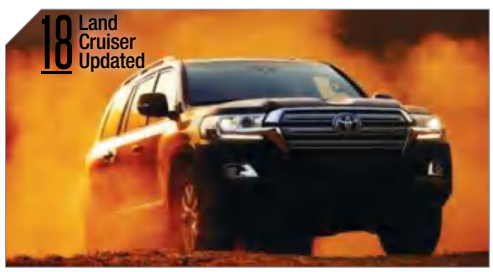
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18 Land Cruiser Updated

Mercedes-Benz GLS officially revealed

Mercedes-Benz has finally revealed its GLS seven-seater luxury SUV. The GLS is essentially the GL-Class that was introduced in 2006 by the German manufacturer. As a part of its new model nomenclature, the GL-Class will now be referred to as the GLS and the car also gets a facelift.

Mercedes-Benz has given the GLS a revised front end with a new bumper, new double slat hollow grille and new head lamps with daytime running lights. Around the back, there is a new bumper as well and new LED tail lamps. Rounding up the exterior face-lift are a new set of alloy wheels.

On the inside, the new Mercedes-Benz GLS gets updates in the form of a new three-spoke steering wheel wrapped in Nappa leather, new instrument panel, a new 8-inch infotainment screen along with a new touch pad to toggle its controls.

Engine options for the car include the 3-litre turbo diesel V6 unit, a 3-litre direct injection Biturbo V6 petrol engine, a 4.6-litre V8 Biturbo petrol engine and the 5.5-litre Biturbo V8 petrol engine in the flagship GLS 63 AMG. All engines are mated to the new 9-speed 9G-Tronic automatic transmission as standard.

For India of course, the 3-litre diesel engine developing 255bhp of max power and 616Nm of peak torque powering the GLS 350d will be the most popular model.



Updated Toyota Land Cruiser 200 Launched

Toyota India has announced the launch of an updated Land Cruiser 200 and the SUV is now available in the Indian market. Priced at ₹1.29 crore (ex-showroom, Delhi). The new Land Cruiser LC 200 gets cosmetic updates and added equipment. Visual updates include a new front grille, new alloy wheel design, and restyled tail lamps at the back. There are also two new exterior colours to choose from, namely, Copper Brown and Dark Blue Mica. Inside, the updated LC 200 gets a new steering wheel, satin silver finished centre console colour and two new colour choices for interiors include brown and flaxen.

Toyota's updated flagship SUV also gets new LED head lamps, a heated steering wheel, LED illuminated entry system, tyre pressure monitoring system, enhanced multi terrain monitoring cameras, among other updates to the vehicle's equipment list. The LC 200 is powered by a 4.5-litre turbocharged V8 diesel engine developing 262bhp and 650Nm of torque. The engine is mated to a six-speed automatic transmission and power is sent to all four wheels.





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Lamborghini launches Huracán LP 580-2 in India

Automobili Lamborghini, the legendary Italian maker of supercars, has launched the Huracan LP 580-2 in India, just a few days after its global launch. The LP 580-2 is the two-wheel drive variant of the Huracan and carries a price tag of ₹2.99 crore, ex-showroom Delhi.

The rear-wheel drive Huracan has very little aesthetic changes but carries on the same exquisite and functional design of the existing Huracan LP 610-4. The front section of the car flaunts new air intakes, designed to direct air and headwind to improve the down pressure on the front axle. The interiors of the LP 580-2 also get a few updates such as the latest Lamborghini Infotainment System II, which features a 12.3" high resolution TFT instrument panel.

Even though the car shares the same 5.2-litre naturally aspirated V10 petrol engine that delivers 568bhp and 540Nm of torque, which is 30bhp less than the Huracan LP 610-4 that offers 598bhp and 560Nm of torque. The LP 580-2 also races from 0-100km/h in 3.2 seconds, which is 0.2 seconds slower than the LP 610-4. The rear-wheel drive Huracan can reach a top speed of 320km/h, and it also features a system that can shut down upto 5 cylinders to deliver a fuel economy of 8.4km/l, and hence it is more eco-friendly and efficient when compared to the LP 610-4.





Renault Kwid reaches 50,000 bookings

The compact hatchback segment has been dominated by Maruti Suzuki for decades, with rivals failing to put a major dent in the company's market share. However, with an attractive price tag of ₹2.56 lakh, the Renault Kwid looks set to change the status quo, with the car having received 50,000 bookings already.

The Kwid is powered by an 800cc petrol engine that delivers a modest output of 53bhp and 72Nm of torque. Quite impressively, its fuel efficiency is claimed at 25.17km/l, making it the most fuel efficient car in the country.

Renault's latest offering can be identified easily by its SUV like stance. Despite being a compact hatchback, it has an impressive 180mm of ground clearance, with black claddings on all four sides for increased road presence.

Renault also plans to extend its dealer network to 280 sales and service facilities by the end of next year.





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Land Rover launches updated Evoque



The British SUV manufacturer has launched the 2016 Land Rover Evoque with prices starting from ₹47.1 lakhs. The 2016 edition of the Land Rover Evoque has been supplemented with more design elements and technologies, which will take the Evoque experience to another level. The new Land Rover Evoque has been given slimmer LEDs in the front and enlarged air intakes. Other features include an innovative Gesture Tailgate function, which allows the driver to automatically open and close the tailgate by waving a foot beneath the rear bumper. Another feature is the Customer Configurable Mood Lighting with a range of ten colours and can be controlled via a touch-screen. The new Land Rover Evoque will be powered by a 2.2-litre, four-cylinder turbocharged diesel engine delivering 187.74bhp of maximum power at 3,500rpm and 420Nm of torque at 1,750rpm.

Maruti Suzuki Alto sales cross Maruti 800 mark

As is commonly known, the Maruti Suzuki Alto has been the highest selling car in India for years, succeeding the car that truly put India on wheels, the legendary Maruti Suzuki 800. Needless to say, coming from Maruti Suzuki, the Alto 800 more than fulfilled customer expectations with a much more comfortable ride, being equipped with power steering, as well as more premium and spacious interiors.

And now, 15 years after it was launched in the year 2000, the mighty Alto badge has crossed the cumulative sales figure of 29 lakh units, 29,19,819 units to be precise in October 2015. Maruti Suzuki sold over 28 lakh units of the 800 between December of 1983 to January 2014 when the car was phased out in India.

Maruti Suzuki has tuned the Alto beautifully to meet the needs of ever changing India with multiple facelifts for the Alto and the launch of a second generation model in the form of the Alto 800 in 2012. A more powerful model badged as the K10 was also launched in 2010 to cater to a greater customer base. Then in November of 2014, Maruti launched the new K10 in the body of the Alto 800 but with different body panels, windows, lamps and styling cues. The 1.0-litre engine was carried over from the earlier model but a new five-speed AMT automatic gearbox is now offered as an option.





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Lionel Messi becomes Tata Motors brand ambassador

Tata's Horizonext strategy that has been put in place to take the brand forward with newer models such as the Zest compact sedan and Bolt. Continuing on those lines, Tata Motors has now signed on arguably the finest football star in the world, Lionel Messi, as its global brand ambassador for endorsing passenger vehicles from Tata's stables in a long-term association. The start of this association will be rolled out under a new campaign, #madeofgreat starring Messi. The company states that the #madeofgreat campaign builds on Tata's DNA of trust, authenticity, reliability, simplicity, as well as its commitment to innovation.

Mahindra to acquire Pininfarina

The news of Mahindra negotiating a deal to acquire the legendary Italian automotive design firm Pininfarina has been going rounds for quite some time, however it has finally been confirmed that the Indian car maker is under discussions to take over the company in a few weeks.

Pininfarina has been in financial trouble for a while. In 2006, the Italian firm had a staff of 2,700, but today only 800 employees remain. As of now the deal is not fully confirmed, and the deal could go either way as the valuation of Pininfarina is underway, the main problem however, could be that Pininfarina has not made any real money in quite some time. However, the design firm is confident that the acquisition deal would be signed in the next few weeks.

There have been no concrete details about the acquisition or an asking price as of yet, but we do know that the deal isn't just with the Mahindra Group, but would also be with Tech Mahindra, a huge IT and engineering services company. This is good news for both companies and also an indication that the Italian firm might be interested in building cars and not just designing them.

Pininfarina was created in 1930 and has designed most famously for Ferrari, but also for Maserati, Rolls-Royce, Alfa Romeo, Lancia and others in its chequered past.





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BMW showcases its Electric 'S 1000 RR'



Pollution has been on the hit list of many across the world for the last few decades. And many automobile manufacturers have been actively trying to do their bit by giving more and more electric options to its customers. BMW has been one such manufacturer, who has been actively doing its bit in terms of green mobility. After delivering its All Green scooter – C evolution – to Barcelona City Hall in March this year, BMW Motorrad is back with eRR – an electrically powered BMW S 1000 RR.

The experimental bike, which was created as a project with the Technical University of Munich, shares its design and technology with the legendary BMW S 1000 RR superbike. BMW Motorrad hasn't revealed any other information on the BMW eRR including the specifications, but will do it sometime soon. But as far as technical showcases go, this ranks high up the list.

Mahindra e2o cars undertake Kashmir to Kanyakumari journey



In what is considered as the ultimate test for any machine on Indian soil, the Kashmir to Kanyakumari trip is something that everyone has, at least once, thought of doing. Pitched as a "drive for a better tomorrow," India's first all-electric car expedition was flagged off by Mahindra Reva. The expedition has been christened 'Mahindra Reva Goodness Drive – Kashmir to Kanyakumari' – and three fully prepared, all-electric Mahindra e2o electric cars will be driven from the northernmost tip of India to Kanyakumari crossing 52 locations in one month.

The main aim of the expedition is to demonstrate the advantages of electric vehicles, by emphasising the need of a cleaner and greener ecosystem. This drive will also help remove the common concerns, like range and reliability, associated with an electric vehicle. Mahindra would also utilise this opportunity to showcase the practical aspects of the car, like its ability to accelerate instantly, short turning radius and clutch free driving.





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New BMW G310R roadster revealed

BMW Motorrad have officially unveiled their all-new 310cc motorcycle called the G310R. Just like every other BMW bike, the G310R was designed and engineered by the German manufacturer in Munich, however the bike will be built by BMW's Indian partner, TVS, in India. The G310R is an attempt to massively boost BMW's global market share without compromising on the build quality standards set by the Germans. While the roadster is the only bike to have been unveiled so far, BMW has confirmed that many different variants of the bike will make it to production, including an adventure variant. All of the manufacturing equipment for the G310R has been built in Germany and is shipped to India, where a specially-trained workforce will build the bikes.

The G310R roadster is the smallest engine capacity bike BMW have built since 1948. It looks very impressive too as the design of this bike is influenced by the BMW S1000R and R1200R, in terms of the styling. The G310R gets an inverted fork, ABS as standard, four-piston brake caliper, and a tubular steel frame to make it look chunky and sporty. At the heart of the bike is a 313cc, single-cylinder, four-valve liquid-cooled engine, with double overhead camshafts and fuel injection. Power is a claimed 34bhp with maximum torque pegged at 24Nm. The bike also weighs in at 158.5 kilograms.

The BMW G310R will hit markets sometime next year and if priced at the less then ₹2 lakh mark.



New Triumph Speed Triple S & R break cover

Triumph have finally pulled the covers off two all-new 2016 Speed Triple's. The two new bikes are the Speed Triple S and Speed Triple R. There are are no changes in engine capacity but the 1,050cc engine now boasts off an improved power output and fuel efficiency. The engine developments include a new combustion chamber, cylinder head, machined crank, piston design and ride-by-wire throttle bodies. There's also a new 'slip assist' clutch, and a new ECU and this results in five new riding modes to choose from including four pre-set modes – Road, Rain, Sport, Track, and a rider-configurable mode so the rider has total control.

The bikes have also undergone some major design changes but the overall stance and style have evolved from the existing model. The overall design is sleeker and more sophisticated, but still aggressive. One of the major changes is the signature twin headlights, which now sport an air intake monobrow to deliver increased airflow to the new engine, and use distinctive daytime running lights. The rear gets a Daytona 675R-inspired tailpiece that frames the retained, but slightly altered, twin under-seat exhausts.

The R model sports a carbon fibre front mudguard and fuel tank infills, higher-spec Öhlins front and rear suspension, billet-machined handlebar clamps, swingarm pivot covers and rear wheel nut.



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Aprilia & Moto Guzzi open first dealership in Pune



In recent times, almost every major automaker across the world has either come to India or expressed its desire to enter the Indian market. The latest ones to join this list is none other than Moto Guzzi and Aprilia. India is a familiar market for the Piaggio Group since 1999, the year when it started its operations in India. But today, Piaggio Group has opened its first premium dealership in India, the Motoplex, in Pune. The dealership will retail three brands under the Piaggio umbrella – Vespa, Aprilia and Moto Guzzi.

The Motoplex is south Asia's first concept store of its kind, which will provide the in-store experience the Piaggio Group is known for. Other cities to get the Motoplex multi-brand stores globally, in the recent times, are Milan, New York City, Shanghai and Beijing.

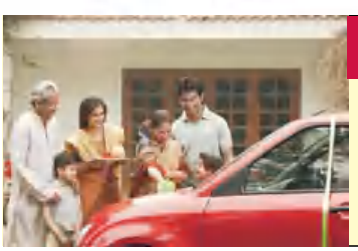
Honda launches its 125cc CB Shine SP

Honda Motorcycle and Scooter India (HMSI) has launched its 15th two-wheeler this year. Covers were taken off the 125cc CB Shine SP by Mr. Keita Muramatsu, President & CEO, Honda Motorcycle & Scooter India Pvt. Ltd. and Mr. Y. S. Guleria, Senior Vice President – Sales & Marketing, Honda Motorcycle & Scooter India Pvt. Ltd.



The Honda CB Shine SP comes with features like a five-speed gearbox, digital analog meter and alloy wheels clubbed with a curvy design Honda is known for. The Honda CB Shine SP has a 124.73cc engine, which delivers 10.57bhp of power at 7,500rpm and 10.3Nm of peak torque at 5,500rpm. The bike weighs just 124kgs and claims fuel efficiency of 65km/l.

The new CB Shine SP will be made available in 5 colour schemes – Geny Grey Metalic, Athletic Blue Metallic, Pearl Amazing White, Black and Rebel Red Metallic – and three variants. The Honda CB Shine SP has been priced as follows: ₹59,900 for the Self start-Drum brake-Alloy variant, ₹62,400 for the Self start-Disc brake-Alloy variant and ₹64,400 for the Combined Brake System (CBS) variant (all prices are ex-showroom, Delhi).



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THE BONNIE RESURRECTED

Triumph has decided to rock the market by unveiling its 2016 range of Bonneville motorcycles. Here's what they have in store for us...

words: **DIVYANSHU BOORA** | photography: **TRIUMPH**



It is evident how serious a manufacturer is about a new product by the way they launch that particular product. So when we got invited to London by Triumph Motorcycles to attend 'an event,' we knew we were in for something special. So, while we were on our way to London for the reveal of the unknown, rumours began flying thick and fast. But, soon enough, we were standing in front of five new motorcycles from the Triumph stable – grinning from ear-to-ear at the sight of these beautiful machines.

Parked in front of us, in all their glory, were the new Street Twin, Bonneville T120, Bonneville T120 Black, Thruxton, and the Thruxton R. Well, some of these names might not sound very new or path-breaking – but, trust me, they just share their names, or some part of the names, with the older models. In fact, we would go so far as to say just the names and practically nothing else! In effect, this is a complete rehash of the Classic range of motorcycles from Triumph, with dedicated changes to the powertrain, chassis and virtually everything else.

All these bikes are powered by a new-generation of parallel-twin engines developed by Triumph only for this project. The chassis design and the suspension have













also been redesigned to suit the demands of the new machines and the power the engines deliver. The folks at Triumph didn't give us the exact specifications, but what got us excited was that the new motorcycles will be powered by two parallel-twin engines, a 900cc unit and, oh yes, a 1,200cc unit. Both the engines have been designed to deliver high torque at an accessible rpm range. So, where the 900cc engine delivers peak torque of 80Nm at 3,200rpm, the 1200cc engine, in the case of T120, delivers 105Nm at 3,100rpm. This figure is 54% more than what was found on the existing T100. The icing on the cake, however remains the Thruxton R, where the same engine has been tuned to deliver 112Nm at 4,950rpm. This is 62% more than what is found on the current Thruxton.

The styling on the Street Twin and the T120s were spot on. Easily noticeable and futuristic, but what stole the show for us were the Thruxtons. While the Thruxton still remains one of the best looking café racers in the market, it has been redesigned to up the styling game. The bike with quite a few gold teeth though was the Thruxton R – but it's not clear if it'll make it to the Indian market or not – flaunting the fully adjustable Ohlins suspension and racing Brembo monobloc callipers at the front. Some of another features include race-bred, fully-adjustable Showa big piston forks at the front and Pirelli Diablo Rosso Corsa tyres.

Some of the more practical things that the Triumph Bonneville range of motorcycles now feature are ABS, traction control, slip assist clutch, ride-by-wire throttle, distinctive LED rear lights, USB charging socket, and an engine immobilizer. Whereas, various rider modes and LED DRL headlights are two features limited only to the 1200s.

Triumph is going to kickstart the new Bonneville range in India with the launch of the Street Twin at the Auto Expo, and will then launch another two models in quick succession. Triumph has said that the T120 Black and the Thruxton R will not be readily available in the Indian market, but we're not ruling out the possibility of them making it to India sometime towards the end of next year or beginning of 2017 if customers show adequate interest.

Whatever happens in the end, we're sure that the new range of bikes from Triumph will be worth the wait. AX

FEATURE

EICMA 2015



Regarded as the most important exhibition and trade show of two-wheelers in the world, the Esposizione Internazionale Ciclo Motociclo e Accessori (EICMA), or the Milan Motorcycle Show, concluded last month. Every major manufacturer in the world is present at the show, and some of the most incredible bikes were revealed this year-with the surprise star at this year's show being a local manufacturer named Benelli.





BENELLI TRK 502

Italian bike makers Benelli had a very impressive stall at the Milan Show. One of the highlights of their stall was the TRK 502, which is an all-new adventure motorcycle. The bike has a very unique design, and it's certainly not derived from the larger TreK bike that Benelli revealed earlier this year at the India Bike Week in Goa. It looks larger and more imposing. The folks at Benelli have said that the TRK 502, when in final production form, will make its way to India, which is now a very important market for them. The TRK 502 is powered by a 499cc, in-line two cylinder, liquid-cooled engine and produces a very healthy 46.9bhp. The engine is mated to a six-speed gearbox, while the chassis is tubular steel fabricated. The TRK 502 uses upside down forks in the front and a pre-load adjustable rear monoshock. It also features Brembo brakes with twin 320mm petal type discs in the front and the rear gets a single disc that measures 260mm.

BENELLI TORNADO 302

Without a doubt the most exciting unveiling from the Benelli stable was the Tornado 302. It seems that lower capacity bikes are also in high demand in global markets and the Tornado 302 is hoped to be a hot-seller. The Tornado 302 is wrapped in a classic race inspired full-fairing with a big clear visor. The bike features an angular fuel tank that has protruding knee recesses and a split-seat that tapers off into a sporty tail end. The bike looks pretty good and also has a good blend of old and new race inspired styling. The Tornado 302 is powered by a 300cc, in-line two-cylinder, liquid-cooled engine that produces 34.8bhp at a high 12,000rpm. The engine is mated to a six-speed gearbox, and uses a steel tube frame. It also uses an upside down fork set-up in the front and monoshock at the rear. It gets dual 260mm petal





BENELLI

It seems that scrambler motorcycles are making a huge comeback, and Benelli have decided to join the bandwagon. The Italian bike maker unveiled the Leoncino in Milan and it looks quite good. It has a modern design and uses high-quality materials. The matte-finished single headlight gets an LED insert, while the tank design flows nicely and elegantly. It looks more sophisticated than your typical Scrambler, but it still looks aggressive. The single seat is part finished in Alcantara, while the tail panel also gets an LED light. It also has a nice dual-exhaust and some large bulky tyres. The Leoncino is powered by the same 499.6cc, twin-cylinder, liquid-cooled engine found in the TRK 502 that has a four-valve per

INDIAN SCOUT SIXTY 2016



American manufacturer Indian Motorcycles had a surprise announcement at Milan. The company launched a cheaper variant of the highly successful Indian Scout. The bike is called the Scout Sixty and it is very much similar to the larger capacity Indian Scout that was unveiled to the world in 2014 at the famous Black Hills Motorcycle Rally in Sturgis, USA. The Scout Sixty gets the same chassis, suspension and brakes but it gets a smaller but brand new 999cc engine built from the 1130cc V-twin of the existing Scout cruiser model. The bike is called the Scout Sixty because its capacity of 999cc translates to 60 cubic inches. The power rating has also been reduced. There reason as to why the company decided to extend the Scout line with a smaller bike is probably that it will be more affordable and accessible now. The bike also looks exactly the same as its bigger sibling in terms of its overall design, but Indian is now offering a vast array of available options, which now runs over 200 different accessories, so that each owner has their own unique and personalized Scout.



1290 SUPER DUKE GT

One of the most exciting launches at Milan was undoubtedly KTM's new super-fast sports tourer. The Austrian bike maker unveiled a stunning 173bhp 1301cc V-twin 1290 Super Duke GT, which will hit markets in 2016. The new Super Duke GT features a retuned version of the 1301cc V-twin seen first in the naked 1290 Super Duke, and the rest of the bike has been modified for the touring rider and promises increased comfort and range. The bike looks very good, and the fairing and adjustable windshield have been designed to improve aerodynamics. The subframe has been specially strengthened to fit with the tailor-made hard panniers, and the fuel tank has been enlarged to a massive 23-litres. The GT gets sports-touring Pirelli Angel GT tyres and there are three riding modes – Comfort, Street and Sport. Cornering-ABS will come as a standard feature, along with semi-active WP suspension, Brembo radially-mounted calipers, cruise control, a quickshifter, tyre pressure monitoring system, heated grips and LED cornering lights. The Super Duke GT promises to be a fantastic bike, but there is no word on whether we will see it arrive in India or not.

SCRAMBLER DUCATI SIXTY2

The Scrambler Ducati has been doing reasonably well in the global markets, and Ducati had earlier announced that they would be adding more models to the Scrambler range. Just a day before EICMA kicked off, the legendary Italian bike maker revealed a 400cc version of the bike. The bike is being called the Scrambler Sixty2, and it is the next version to join the family, which the manufacturer claims will be sold in mature markets as a city-friendly motorcycle, but it also makes commercial sense for most markets, since smaller engines are now in higher demand. The Scrambler Sixty2 gets a new 399cc air-cooled 2-valve V-twin engine, which was derived from the larger 803cc motor used on the rest of the Scrambler range. The engine will have a power output of around 41bhp. The bike looks exactly the same as its bigger engined version, and its gets ABS as standard and weighs 183 kilograms. However, the bike does not knock down the price tag, as the Sixty2 will only be around $1,200 cheaper. We will have to wait and see when Ducati decides to bring the Sixty2 to India and how much they will knock off its ₹7.5 lakh price tag.





TIGER EXPLORER

The Triumph Explorer has gotten a significant mid-life refresh, and the model line has been extended to six models, and will follow the Tiger 800 model variant pattern. Just like the Tiger 800 follows the XR and XC models with their respective variants, the larger Explorer will also do the same. The British bike maker has attempted to split the bikes into those that are completely road orientated, which carry the XR nameplate, and those that offer more off-road ability – the XC. There are also a few technological upgrades which are aimed at increasing stability and control. For the first time, a Triumph motorcycle will feature semi-active suspension, which allows the ride to electronically adjust the suspension. The bikes also get cornering-ABS and traction control, as well as four pre-set rider modes and a fifth which the rider can tailor to their own settings. There is also the option of a Hill Hold Control function. The engine remains to be the same 1,215cc inline three-cylinder 12-valve motor, which is unique to the segment thanks to the cylinder configuration. However, the engine has been re-tuned to be compliant with the stricter Euro4 emission norms. There have been some design changes though and each of the six models gets their own features, but many of the changes to the bikes are common across the whole six-bike range.



BMW SCRAMBLER

The German bike maker has revealed a new variant of their Scrambler at Milan. The new BMW R nineT Scrambler gets some design changes and also combines the air/oil cooled boxer twin used in the successful R nineT with Scrambler styling, but this time is uses fewer high-quality cycle parts to make the bike more affordable. The 1,170cc air/oil-cooled boxer twin is lifted straight out of the existing R nineT model, and it still gets a power output of 110bhp. BMW had stated earlier this year that they wished to increase the number of models in the Scrambler family, and that have announced that this new Scrambler is the first of an anticipated four new models that we will see appear in the coming years. All the bikes will be based around the R nineT platform. BMW is also offering a massive list of accessories available, from wheels through to a different fuel tank, luggage, windscreen, and a different Akrapovic exhaust, so that customers can personalize their bikes to their liking.

YAMAHA MT-03

The wait is finally over as Yamaha have officially unveiled the naked version of the Yamaha R3, called the MT-03. The MT-03 is also the latest family member in the Yamaha MT line-up, which has sold over 70,000 units globally, and fills the gap between the MT-125 and the MT-07. The MT-03 is essentially a stripped down version of the YZF-R3, which made its debut in India just a few weeks ago, and which was also awarded the *"autoX Best of 2015 Award"*. Everything on the MT remains the same as the R3, including the engine, chassis, suspension and wheels. The engine is a 321cc parallel-twin producing 42bhp, and is situated in a slim frame with a neat R1-inspired asymmetrical swingarm. This time the bike will also get ABS. We already know that the R3 is a brilliant machine, so we can expect the MT-03 to be nothing short of excellent, as well as fun to ride. Now that KTM and BMW, as well as Mahindra, have naked 300s in the Indian market, we are quite certain that the MT-03 will make it way to India soon after it hits global markets in February 2016.







FOOTPRINTS OF THE FUTURE

The 44th Tokyo Motor Show pointed to what we can expect in the future. Some of the cars may have come across as impractical, inconceivable, downright bizarre, yet fascinating – but everyone would love to see these alluring machines on the road. The motor show picked up on a vast variety of trends – like driverless cars, lounges on wheels virutally, environment friendly vehicles, and, of course, our favourite sports cars. Here are some vehicles and concepts that will set your heart racing...





HONDA CLARITY FUEL CELL

The beauty about the Clarity is that Honda showcased the production spec version, basically letting everyone know it will hit the roads in Japan in spring of 2016 and then later in Europe and USA.The Clarity Fuel Cell uses hydrogen-electric powertrain that has a range of 700 kilometres on a single fill. The motor has an output of 130kW. Thanks to the 70MPa high-pressure hydrogen tank, it can be recharged in three minutes, now the only catch is you have to find a hydrogen charging station.

HONDA LIGHT WEIGHT SUPER SPORTS CONCEPT

This concept gives us a hint of what the small-displacement trend will be from Honda. The Japanese two-wheeler has taken a more aggressive design approach, which will help its new upcoming products compete with the likes of Kawasaki, KTM, Yamaha and even Bajaj.Though Honda has not revealed what engine displacement it will house, but this could really give the CBR250R a huge boost. It is safe to say that this concept will cater to the 300 and 500cc class.





NISSAN IDS

The IDS concept or intelligent driving system is a hatch design, which will be able to drive by itself in stop-start traffic. After the initial “traffic jam pilot” features are implemented, Nissan will be adding technology that will allow the car to drive on highways in a way it can autonomously negotiate hazards and change lanes. The IDS Concept has five sonar sensors, five laser sensors, and 12 cameras. According to Nissan, this will lay the foundation for this technology for fully autonomous cars by 2020. It will be powered by a



HONDA S660

This match box roadster is just ideal for India. Its compact, efficient and is powered by a 660cc three-cylinder engine fitted with turbochargers. With an output of 63bhp, it may sound like quite a kill joy, but the S660 is all about driving dynamics and it can take tight corners like a go kart. It's top speed is 125km/h. It is available in both CVT and a six-speed manual. It doesn't take a genius to figure out the latter is the more fun option. It has a comfortable and practical driving position too. The S660's price is the same as a Honda Fit/Jazz in Japan, now imagine if Big H launched this car here in India.



NISSAN CONCEPT 2020

The red fiery 2020 Vision concept, inspired from the videogame *Gran Turismo* for PlayStation, gives us an



YAMAHA SPORTS RIDE CONCEPT

Yamaha Sports Ride Concept was the showstopper at Tokyo Motor Show. This two-seater sports car features a futuristic design as it has an aggressive front fascia with thin headlights and large air intakes. Its dimensions are similar to the Mazda MX-5 Miata. It uses Gordon Murray's Formula One-inspired iSteam Carbon chassis technology. The car just weighs 750 kg as it is made from carbon fiber panels. The iStream concept is to basically create quick vehicles at low production costs. So could this very well be Yamaha's answer to an affordable sports car. No details were given out on the engine specifications, but Yamaha is rumored to equip the concept with a 1-litre three-cylinder petrol rear-mounted engine that can produce up to 80 horsepower.



SUZUKI IGNIS

This quirky looking thing is a compact-crossover based on the Suzuki iM4 concept, which was unveiled earlier this year. Not much was revealed from the company, but it is 3679mm long, 1579mm high and 1478mm wide, which complements Suzuki's versatile yet practical theme for the Ignis. For the international market, the Ignis wiil be powered by the 1.2-litre DualJet petrol engine mated with to a CVT gearbox. It also comes with a mild-hybrid system and has an optional 4WD system.

DATSUN GO-CROSS CONCEPT

The Datsun GO-cross concept, as the name implies, is a crossover that was specially created to meet the needs and preferences of a new generation of drivers and is aimed at being convenient, practical and fun. According to Datsun, the car can handle city lifestyle easily, but it also can be fun in the great outdoors. The overall looks is a mix of distinctly modern design elements with Datsun's hallmark design language, and it builds on the acclaimed Datsun GO + family of MPVs. The car was designed by a dedicated Datsun team in Japan. Although the concept does not come with four-wheel-drive, the Datsun GO-cross Concept has a higher ground clearance than the Datsun GO + to enable it to handle rougher terrain with an extra degree of confidence. The result is





TOYOTA FCV PLUS

The FCV Plus is a hydrogen-powered electric concept car, which is acutally like a hotspot as it can wirelessly share power with other vehicles. The FCV Plus can convert the hydrogen stored in its tanks into electricity and share it with other vehicles, or even buildings. It is driven by four electric motors, one in each of the wheels, which get their power from a fuel stack between the front two. The compressed hydrogen that feeds the stack sits behind the rear seats, just above a downward-facing wireless electric charging port. Its windshield and rear window doubles up as display monitors to broadcast words and symbols to other drivers. Though the FCV Plus is strictly a concept, this just shows what the future holds in the automotive world.

TOYOTA S-FR

The S-FR is a compact coupe concept, which is designed to be a lightweight, nimble handler. This baby coupe is designed with a front-engined layout and rear-wheel drive. The vehicle is slightly longer than the Mazda MX-5 Miata, but it keeps its roof in place and features four seats instead of two as Toyota wanted S-FR to be a practical car. Unfortunately, Toyota have not specified engine specs or transmission for the S-FR. The dashboard has a smartphone holder in the center and a single digital gauge display for the driver.



FREEWHEELIN'

We head to Bridgestone's Thailand Proving Grounds to try out their latest set of tyres for the Indian market – the brand new Ecopia range.

words: **ISHAN RAGHAVA** | photography: **BRIDGESTONE**

The benefit and importance of tyres in a vehicle's performance is something that's mostly overlooked by owners. In fact, if more owners paid sufficient attention to the basics of tyre maintenance and took simple steps – such as checking tyre pressures every couple of weeks, as well as getting the wheel alignment of their vehicle checked regularly, it could lead to a big improvement in the fuel consumption of their vehicles – as well as ensuring that tyres last as long as they optimally can.

However, the lack of awareness amongst users hasn't held back tyre companies from making regular progress and throwing their collective weight behind developing products that aim to optimize the qualities of a tyre – despite the issues of poor road conditions and user negligence in our market. One of the key factors in the improvement of tyre technology in the recent decades has been the innovation of silica construction of tyres and advancements in tyre tread design and profiling.

So, when Bridgestone announced the launch of the its Ecopia range of tyres in the Indian market, we were invited to witness real-time tests of these tyres and assess their advantage over older products from the company, as well as products from their competitors. This meant we were taken to the company's Thailand Proving Grounds, located on the outskirts of Bangkok. It's quite an impressive facility. The proving grounds feature multiple test tracks to evaluate tyre performance – including a dedicated wet handling track and braking strip, plus a rough road track, and various other facilities.







At the facility, we got to witness a gamut of tests performed by the company's test drivers – including a wet surface braking test and a rolling resistance test. We also got to experience a brief drive on the wet weather circuit. Since most of the tests were performed by the company's own drivers, we weren't able to independently confirm the results – but the company claims that the new range of Ecopia tyres offer fuel efficiency benefits of between 7-10% depending on the tyre size and application. Most of these benefits come from improved rolling resistance, which is significantly better than the Bridgestone tyre model that the Ecopia replaces. Moreover, according to the company, it outdoes competing tyres from other brands too.

Our driving experience gave us an opportunity to test the tyres on a tight handling circuit, which had a speed limit of 60km/h. This meant that it was close to impossible to push the tyres to their limits. However, from the seat-of-the-pants impression, the tyres seem to handle wet surfaces quite well and appear to be quite silent on tarmac.







THE COMPANY CLAIMS THAT THE NEW RANGE OF ECOPIA TYRES OFFER FUEL EFFICIENCY BENEFITS OF BETWEEN 7-10% DEPENDING ON THE TYRE SIZE AND APPLICATION

Overall, this new offering raises the standard of products available in the Indian market, and gives Indian consumers a modern tyre that improves the efficiency of their vehicle – and therein promises to be eco-friendly too! aX

STREET SMARTER

The 2016 Harley Davidson Dark Custom Street 750 is here. But is it the same bike in a fresh set of leathers, or does it actually have the substance to justify a new name? We ride one to find out.

words: **DIVYANSHU BOORA** | photography: **KAPIL VASHIST**

Thanks to cable TV, most of us became familiar with Harley Davidson motorcycles much before we ever saw one in the flesh. So when we first heard that Harley was thinking of heading to India, we all knew that our secret dream of riding a Harley wearing a pair of black Ray-Bans, a leather jacket, and sporting a shotgun as an accessory – just the way Arnold Schwatzennngererr (I don't think I'll ever be able to spell that correctly) did in Terminator 2: Judgement Day – could now be realised.

Well, the American bike maker finally made it to our shores, but couldn't really encash on its brand value in a price-sensitive market like India. This led to the development of a motorcycle that would be more affordable and easy to maintain. And so the Street 750 was born, but the bike got mixed reviews from all over the world. Where the worshippers of the brand called it a sacrilege, there were many who believed that this was the bike that could turn the tables for Harley Davidson – at least in India. And that's exactly what it did.

Soon after its launch in 2014, the Harley Davidson Street 750 began accounting

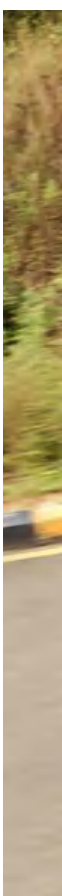
















HARLEY DAVIDSON STREET 750 DARK CUSTOM

Engine
749cc / Liquid Cooled / V-Twin
Transmission
Six-Speed
Torque
59Nm @ 4,000rpm
Price
₹4.52 lakhs
(Ex-Showroom, Delhi)

for almost 60% of Harley's sales in India. So, when we got the chance to ride the Dark Custom Street 750 – the new Street 750 for 2016 – from Mumbai to Aamby Valley, we gladly accepted the offer to find out how much better the new HD Street is from its predecessor.

Like the previous generation, the new Dark Custom Street 750 is very agile and manoeuvrable around corners and extremely usable in the city. But there was certainly scope for improvement in terms of build quality, and this is exactly what Harley's paid attention to with the Dark Custom. Harley has also been emphasising the improvement in braking ability with a new set of brakes at both corners. The previous generation, you see, was widely criticized for poor braking. And so the new braking system boasts of two 300mm discs at both ends that have been developed by Brembo. The braking performance is now very confident and the levers also appear to be better placed – so you remain calm even on corners that decide to tighten mid-way. Of course, the addition of ABS would have been nice. The fit-and-finish, meanwhile, has been improved – this is clearly visible when you scan the bike looking for the finer details.

The bike handled exceptionally well around the corners, thanks to a very balanced frame. And the very useful power coming straight from the 749cc engine, with a peak torque of 59Nm, is available relatively early at 4,000rpm via a six-speed transmission. This comes in handy while touring, or on highways, and also allows you to shoot forward by just pulling the throttle a little bit. The bike weighs just a little over 220kgs, making it very agile and easy to play with.

Personally, I expected a bit more from the new Harley Davidson Dark Custom Street 750 – for instance, anything that could have justified the words 'new' or 'Dark Custom.' Practically, though, I still think this is the best Harley for Indian roads. Take it out every day to work, scrape that footrest while taking that corner, and possibly have some fun in traffic, and still return *unharmed* – this is where the Street 750 excels, and will continue to do so. aX

BRINGING IN THE MUSCLE

Honda's new mid-size SUV has the potential to be a game-changer for the Indian market. We took a short spin in a prototype BR-V to get a taste of what we can expect next year.

words: **ARUP DAS** | photography: **ASHISH MASIH & HONDA**



To say that the crossover or urban SUV segment is getting crowded would certainly be an understatement. From a buyer's perceptive, things couldn't be better – as the choices have never been so good. With the Hyundai Creta taking the baton from the Renault Duster, and the Maruti Suzuki S-Cross lurking in the shadows, Honda has decided to join the party and make the competition even more intense. The good news for Hyundai, Renault and Maruti Suzuki is that the BR-V will only be launched after being showcased at the Auto Expo in February 2016.

We drove the BR-V at Honda's plant in Japan, and it left us wanting for more. We could only do two laps at their test track, and were told not to accelerate beyond 70 km/h – which was a little disappointing, but understandable considering that we were piloting a prototype.

The BR-V is based on the same platform as the Brio, Amaze and Mobilio. The nose looks all too familiar with a chunky chrome band running across the grille and a beefy bumper, which adds some serious muscle to the BR-V. The Katana blade like headlamps look very smart, but it's the visible underbody skid plates that give it a macho look. To make sure that the BR-V has an imposing stance, Honda has beefed up the wheel arches. At the rear, the beautiful design of the lamps that run across the boot give this crossover a very contemporary feel.

Step inside, and you're welcomed by an all-black interior. As we were getting ready to drive the BR-V, we were informed that this is a prototype based on specifications for the Indonesian market. This means that the cabin will be further spruced up for the version that'll come to India. So, for India, expect a big touchscreen infotainment



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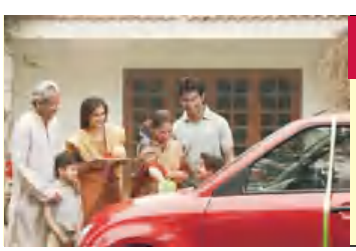
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HONDA BR-V



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HONDA BR-V 1.5-LITRE CVT

Engine
1,496cc / 4 Cylinder / SOHC / iVTEC
Fuel
Petrol
Transmission
CVT / Front-Wheel Drive
Power
118bhp @ 6,600rpm
Torque
145Nm @ 4,800rpm

system in the dash – most likely something on the lines of the City or Mobilio. It does come with climate control, and the plastic certainly feels a notch better than in the City. But the quality still doesn't quite seem on par with the competition – although we'll have to reserve judgement until driving the Indian-spec machine.

Honda has given a lot of importance to practicality, and, therefore, there's plenty of cabin space. Being 4.4 metres in length, Honda has also smartly added a third row of seats in the BR-V – which its rivals lack. The second row provides decent legroom, and it increases further as you can slide the seats back. The seats in general are comfortable and provide ample back support. Honda has always been able to package this particular platform extremely well.

We drove the 1.5-litre petrol engine mated with a CVT, which would be a first in this segment. But I do wish that Honda moved on from CVT's – they may be efficient, but they tend to paralyse their engines. Although, in this case, I have to say that the CVT responded quicker than in the

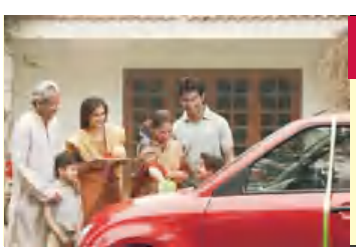




past – which was a pleasant surprise. But, go past the 2,500rpm mark, and you feel that tussle between engine and the gearbox. The 118 ponies want to run free, but the CVT puts a child lock on it – and ultimately the BR-V is left high and dry. Having said that, there's no doubt that – with the sort of power and refinement available from this 1.5 iVTEC – it should be great to drive with a manual transmission. Like the City, the BR-V will come with a 6-speed manual gearbox. As for the diesel option, the tried and tested 1.5-litre iDTEC will also power this new crossover.

In terms of handing and ride quality, our initial impression was quite positive – but bear in mind that we only drove it only for two laps on a perfectly flat surface, which wasn't much of a challenge for BR-V. We'll have to put it in real world driving conditions to know how the BR-V actually fares.

Honda has been an aspirational brand for the middle class, and with the BR-V they will make its presence felt next year. This could be the big break they've been awaiting for some time. ax



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FEISTY FIAT

This striking new Fiat sedan made its debut at the Dubai International Motor Show in November, and it could well be slated for our shores. Here's a quick first look.



Fiat Egea / Tipo	
ENGINE	1,598CC Turbo Diesel
MAX POWER	118bhp
TORQUE	300NM @ 1,500rpm
TRANSMISSION	6-Speed Automatic / Front-Wheel Drive



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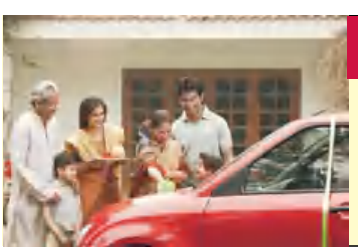
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Perhaps not many will remember that it was a Fiat subsidiary, Autobianchi, which made history of sorts when it launched the Autobianchi A111 in 1969. It was an economical, small family car with a modern front-wheel drive construction.

The Autobianchi A111 was ground-breaking because it marked the first time a brand belonging to the Fiat group was offering a small four-door sedan with cosmetic touches like a faux wood dashboard. Quite surprisingly, the experiment was successful. Subsequently, Fiat pulled out its own winner – the majestic 128. Always a notchback, with a separate luggage compartment, always four-door, it was the first real modern car. So much so that when Volkswagen gave the task of making the first Golf to Giorgetto Giugiaro, he thought to imitate it – only to add, "I'll never be able to make a car like that."



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Carry this principle forward by a few decades and you get the car that you're looking at in this feature – one that follows the tradition of the Italian mid-sized sedan with a separate trunk and solid value for money. Clearly things have changed quite a lot since the Autobianchi A111. These mid-sized sedans have become the preserve of a few markets, like ours, that tend to prefer sedans as a style statement.

But, in recent years, the aesthetic results have been questionable – because many of these sedans have been based on hatchbacks. For this reason, Fiat wanted to embrace a different philosophy – and so their designers drew the entire range from the start (the five-door hatchback and wagon will be shown at the Geneva Motor Show next year). And the end result has turned out to be excellent to say the least.





Someone wrote that the Fiat Egea (known as the Tipo in Europe) intends to repeat the success of the Dacia brand for Renault, but this comparison is a little unfair – because the styling here is quite refined and the cabin is fairly well equipped



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The Fiat Egea is 4.50 meters long, and has a luggage compartment with over 510 litres of space. It was designed in Italy, and is based on the Fiat Compact platform



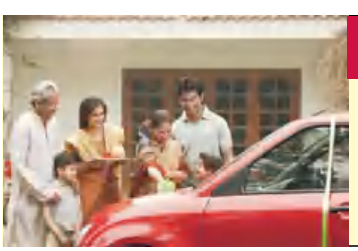
The car will be produced in Turkey, and was designed with a specific focus on emerging markets – but has the credentials to satisfy the needs of more traditional European clients, who are sensitive to high value products. The Fiat line-up is now based on two pillars. On the one hand, the 'aspirational' models like the 500 family, and, on the other hand, the more functional models – and this is where this sedan comes in.

On the road, as always with a Fiat, it very hard to find a dynamic weakness in the car – both in terms of the powertrain or the ride-and-handling. Our test car came with the very refined and quiet 1.6-litre turbo-diesel, mated to a dual-clutch six-speed transmission. Other engines on offer globally will be the 1.4-litre petrol, 1.6-petrol, and the familiar 1.3-litre MultiJet diesel.

The sense that you come away with after spending time in this car is that it's very spacious and will make a good family car. There's a certain care in the assembly of the components, and in the choice of the materials used – primarily those on the dashboard. Of course, it all hinges on how Fiat can price this machine if and when they finally decide to launch this striking sedan in India.



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FERRARI 488 SPIDER

The latest from the Ferrari stable – the 488 Spider is guaranteed to put speed freaks on an unforgettable high. With its explosive pace and great handling, the 488 is presently unrivalled when it comes to high-performance supercars.

words: **ALESSIO VIOLA**

The latest from the Ferrari stable – the 488 Spider is guaranteed to put speed freaks on an unforgettable high. With its explosive pace and great handling, the 488 is presently unrivalled when it comes to high-performance supercars.

The Ferrari 488 Spider promises to turn the thrill of driving a supercar up by several notches. With a folding hardtop that takes just 14 seconds to deploy or stow away, the 488 provides a visceral thrill unlike any other machine currently on the market.

The twin-turbo, mid-mounted 3.9 litre V8 engine makes it more efficient as well as more powerful. The 488's explosive engine belts out 660bhp – almost a hundred more than its predecessor. And, in order to give to the V8 that typical character from a Ferrari engine, its engineers came up with a pretty interesting strategy – a different torque peak in each gear.

But the 488 comes with the same problem as the 458 – speed limits! The driver always has to keep a constant eye on the speed limits fixed by the Highway Code. Speed thrills, of course, and as soon as you floor the accelerator an all-pervasive joy envelops you. Plus, the 488 is extremely forgiving at that limit. But with a top speed of over 325km/h, the 488 can't be defined an easy car to drive. It still requires skill and patience to master this machine!

488 Spider	
ENGINE	3,902cc, twin-turbo
MAX POWER	660bhp @ 8,000rpm
TORQUE	760Nm @ 3,000rpm
TRACTION	Rear-wheel-drive
GEAR	7-speed dual-clutch
0-100 km/h	3.0 seconds
AVERAGE CONSUMPTION	8.8 km/l
DIMENSIONS	Length 4,570mm - Width 1,950mm - Height 1,210mm
MASS	1,525 kg



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BEST OF 2015

For our 9th anniversary issue, we conducted our biggest Mega Test yet. Almost 50 of the hottest new launches of 2015 fought valiantly at the Buddh International Circuit in an attempt to be crowned the 'Best of 2015.' This honour was reserved for just 5 four-wheelers and 3 two-wheelers. Needless to say, these deserving machines are as diverse as they are exceptional.

The 'Best of 2015' are the Mercedes-AMG C63 S, Volvo XC90, Renault Kwid, Hyundai Creta, Maruti Suzuki Baleno, as well as the Yamaha YZF R3, Honda CBR 600F, and Triumph Tiger 800.

In this issue, not only do we present the 'Best of 2015' awards to these worthy recipients, but also sit down with their top managements to get a sense of how they view their prospects for the year ahead...

autoX would like to thank Nupurh J. (www.nupurhj.com) for exquisitely crafting the granite and sterling silver 'Best of 2015' trophy



Mercedes-AMG C63 S

Roland S. Folger, Managing Director & CEO, Mercedes-Benz India, accepts the award for the C63.



How has 2015 been for Mercedes?
Well, we're looking at really substantial growth figures. The month of October was also a good month for us. The numbers we're seeing are right on track, and we believe quite strongly that we'll achieve our overall targets for this year – which, once again, equates to a growth rate of over 30% year-on-year. Most of this growth is on the back of new products, with their new exciting design language, and the ability to reach out to new customers in segments that we weren't present in. So, we're very happy with the situation at the moment and looking forward to 2016.

How has it been for you, personally, now that you've been in India for a couple of months?
Well, I've only been here for just over six weeks – and I haven't been in this office

very often so far. But, I would say that it gets more exciting every day. The scenario that I'm seeing – the discussions that we're having with dealers and customers – it seems that there are vast opportunities in India, and it's huge as far as future growth potential is concerned. In fact, I recently met the German Consulate and one of their business committees, and everyone agrees that India is one of the few countries where we still have very sustainable growth potential ahead of us. Basically, there seems to be a continuous growth potential and that's the guiding principle for our overall strategic planning. Our success in the Indian market over the past few years, and the potential for future growth, justifies the investment we've made in our factory and the dealer network in India.



The last couple of years have been quite sensational for Mercedes in India. What changes did you make to achieve that?

We changed our approach. We became a little bit more assertive – not aggressive necessarily, that's not the word I would use, but assertive! We trusted our brand, and the new design language is highly supportive of that approach as it expresses that assertiveness.

How important is it to be number one in the premium segment in India?

Naturally, it helps in our discussions with headquarters. Our target is to make more customers happier than our competitors. But we're really are not a volume driven company, so it's not a key goal for us to be number one! But we certainly want to lead as far as brand recognition is concerned – and then, if as a result, we get more volume than the competition that's very positive feedback directly from our customers. Especially in light of the fact that our cars command a premium over practically all our competitors – so to sell more of a product that's more expensive than the competition is the best possible feedback you can get. It's a strong statement from our customers saying that they trust us more than anybody else. It's one of the few things that are measureable in the public domain, but we won't change the price of our vehicles dramatically just to get volumes going – that's not our target.

You've also invested a fair amount in R&D in India. Is that resulting in more input from Indian engineers in terms of product development?

It's interesting you say that because I've just had a meeting with our colleagues from the R&D division, and their overall growth is quite substantial. Yes, they are contributing to vehicle development – but not so much in an India-specific direction. A truly international brand like Mercedes-Benz needs to project an international image, which means that we don't do a car only for India. Frankly speaking, customers who buy our cars want to have a truly international product that can safely do 250km/h on a German highway. If you were to optimise a car towards the Indian market, you don't really need that capability. But customers expect that level of German engineering, and I believe we owe them that. So, we'll keep investing in our capability. And, with the overall volume growing, India will become much more important in the German development centers too. More people on the R&D side in Germany are beginning to listen to our demands, so maybe in the forthcoming years we'll see some of those specific adjustments to our products – but it's too early to say when that might happen. autoX

CUSTOMERS WHO BUY OUR CARS WANT TO HAVE A TRULY INTERNATIONAL PRODUCT THAT CAN SAFELY DO 250KM/H ON A GERMAN HIGHWAY




XC90
VOLVO XC90
autoX

Volvo XC90



Tom von Bonsdorff, Managing Director, Volvo Auto India, accepts the award for the XC90.

How has 2015 been for Volvo?

Well, we're still a fairly small manufacturer, but we're happy with the way we see the brand being built, and the way we see the network and sales growing. We would love to sell more of course, but we're seeing a good growth number this year.

The architecture on which the XC90 is built is brand new. What other products can we expect on that platform?

It cost us $12 billion dollars to develop, which – especially for a company of our size – is huge. In fact, it's equivalent to the cost of building the Oresund Bridge from Denmark to Sweden. So, you'll see many of our future products coming on that platform.

How has the response been for the XC90?

It's been fantastic. We had really high hopes for it of course, and our dealers have been waiting for it for a while. We've sold out the allocation for this year, and we've asked for more cars. In fact, we asked for more cars way back in the Spring when we realized that it was going to be a big hit for us.

Any renewed interest in setting up assembly operations because of your volumes ramping up?

Volume ramp up will, of course, be one of the deciding factors in local assembly. But we don't have any decisions yet, or any firm plans. But when we see the market growing there'll be an interest in that as well.

Safety is a big selling point for Volvo around the world. But how important do you feel it is in India – do you find people are becoming more receptive to that message here as well?

Of course it's a challenge, there are 135,000 road fatalities here every year. It's a big issue, and you can see that there's some lack of safety consciousness in the country. You see this in the usage of seatbelts in the rear seats, or the number of people travelling without helmets on motorbikes. But, then again, people who can afford to put a one crore car on the road have travelled extensively, or lived abroad, and have a different consciousness. So, I think it's increasing all the time. And, of course, one of the things we want to do is increase that consciousness from a human perspective – but also from a sales perspective!

Because of the pollution in some of our cities, do you think that the Clean Zone Technology is an interesting selling point for the XC90?

Lately, we've seen some of the big newspapers pick up the air quality issue and write about it. Sure, we're in an industry that sells cars. But you can sell different types of cars. So, if you have a car with a diesel particle filter you can reduce the amount of particles (PM 2.5 and PM 10) by 99%. So we want to make cars as clean as possible from an emissions point of view, but we also want to provide a solution to our customers in Delhi for instance – who travel in very bad air, if not the worst air in the world. The awareness is increasing more-and-more, and we have a great solution because we have the best air quality system in the industry in the XC90.

How do you see the market playing out next year and what are your plans?

The latest numbers that I've seen don't show a lot of growth for the premium segment, but these predictions have been wrong from time-to-time. So we hope for steady growth. In India, I hope for the competition to grow as well – because that means the market is growing. We obviously want to capture more market share, and we have quite a few launches for next year actually. We have one brand new launch, as well as a lot of new variants – so we'll have a busy time next year. ax

AWARENESS REGARDING BAD AIR QUALITY IS INCREASING & WE HAVE A GREAT SOLUTION IN THE XC90 BECAUSE WE HAVE THE BEST SYSTEM IN THE INDUSTRY



Renault Kwid



Sumit Sawhney, Managing Director & CEO, Renault India, accepts the award for the Kwid.

How has 2015 been for Renault in India?

2015 has been pretty exciting for us. The most important launch for us of this year has been Kwid. First, getting into a category that contributes almost 24% of the total volumes of the industry. Plus, this has been a global launch. We revealed the car in May in Chennai, and it was a global reveal with Indian and international press. Post that, we launched the car in September. That too was a global launch. This is a world car, which Renault has launched first in India. And the most important part is that it's 98% local – no manufacturer has ever achieved this, and that too in the entry-hatchback category. So it's been pretty exciting for us, and the response that we've got for the Kwid has been fantastic.

It's a new price-point for you as a company. How have you achieved that, and how have you had to adapt your processes and development to bring out something at this price-point?

To create a global car like this – and the reason I'm repeating global car is because there's nothing that's been compromised in this car. It's been developed to be sold in different markets across the world, and to meet the different safety and technology criteria. So, the Kwid hasn't just been a launch for us, it's been a completely new thought process – a new way of thinking about making cars. And the innovations in the car have really helped us to give something extra to the customer that wasn't present in this category. We've been able to bring out this car thanks to the localisation. We wanted to enter this category in a very strong manner, hence the innovations and the price-point.

So what's the initial feedback been?
Almost two weeks ago, we made the announcement that we've crossed 50,000 customer orders. So, orders are flowing very well for us, and we're also working to ramp up the production and meet the customer demands. The positive point is that we have a plant that is capable of delivering. We're also working with our suppliers to increase our production.

Will the successful rollout of the car like this mean that there'll be more input from India for even global platforms and products?
We've created a big base here in India – with a plant, a technology centre that has more than 5,000 people, and two design centres. So India is a going to play a key role in supporting Renault – not only in India, but Renault global operations as well.

When are we likely to see the face-lifted Duster, and are you planning a smaller SUV as well?
I can't share the exact timelines, but you'll see a lot of action from our side on the Duster. The Duster has been able to prove itself as a very strong SUV. All the Duster customers are happy customers. Yes, new products come in and they have their own novelty value, but the Duster is a long-term brand for us – so you'll see more news next year for sure.

As far as new products are concerned, it's important for us to identify the right segment. Not only do we want to enter segments where we're not present, but the

INDIAN CONSUMERS HAVE A LOT OF FLEXIBILITY. THEY HAVE THE ABILITY TO QUICKLY SHIFT GEARS FROM ONE SEGMENT TO ANOTHER





important thing is to try and create sub-segments for ourselves. You saw that with the Duster, and you've just seen it with the Kwid as well. So we're exploring all these opportunities, and you'll hear much more from our side. Because, if you aspire to have 5%, and then 8% market share in the long term, then you need the right portfolio. So, we're evaluating important segments as well as emerging segments. For instance, SUV's shot up all of a sudden with the Duster, then flattened, and are going up again with new launches. Indian consumers have a lot of flexibility – they have the ability to quickly shift gears from one segment to another.

People who are buying the Kwid – and this is real-time input – one-third are graduating from two wheelers, one-third are already driving a car and replacing their cars with the Kwid, and one-third are buying the Kwid as a second or third car in the family. The acceptability brand is quite wide, and the acceptance between genders is also very strong.

This segment has been one of the most challenging segments in the country. Any manufacturer who's tried to venture into this segment has seen big challenges. So I think a great product is important, but the credibility that we've built over the past three-and-a-half years (with the Duster) has also helped us realize the great success that we're seeing today. autoX



Hyundai Creta

Bang Sun Jeong, Director, Sales & Marketing Division Coordinator, and Rakesh Srivastava, Senior Vice President, Hyundai Motor India, accept the award for the Creta.



How has 2015 been for Hyundai?

This year we've produced 6 million cars. Of this, 4 million were for the domestic market and 2 million for export. Today, we're operating at almost 98% of capacity. In the past 3 years, many manufacturers have had to actually drop the number of production shifts that they were running – some even closed plants for a while. But we're thankful to our customers and channel partners for being able to operate at 98% capacity. It shows the strength of the Hyundai brand.



The Indian market has huge potential. It doubles every 6 years. Last year, the Indian market did 2.4 million units. So, by 2020, we should be looking at between 4.5 to 5.0 million. And if the Indian market continues to grow, then the Hyundai brand will play a very strong role – not only in India, but in the world market as well.

Today, we're not only producing cars in India for the world market, but we're also branding cars in India for the world market. For instance, the Grand had its global premier in India for the world market – that shows the trust and confidence that our parent company has on our ability to create global brands. This was followed by the Xcent, the Elite i20, and the Creta – all these brands had their premier in India. This is the strength that Hyundai Motor India has been able to develop.



Looking at the strength of the SUV / Crossover segment, are you thinking about brining the Tucson to India?

When we look at our product portfolio, we have an edge in the compact segment – starting from the Eon, Grand i10, Elite i20, and even the i20 Active. Similarly, in the sedan segment, we have the Xcent, Verna and Elantra. But we believe that there are white spaces available both above and below the Creta. And if we're to be a strong player in the SUV market, we will certainly look at the emerging customer demands and aspirations in these two white spaces. We have the technology and the expertise. What we didn't have was the understanding of the customer because we were not a player in this segment. Today, we're a strong player – a market leader in the compact SUV space – so we'll make a very strong move in one of these spaces, or both spaces.

If it were under the Creta, would that be sub-four metre?

For the moment, we're still observing the situation. GST will decide how things pan out. So, it's too early for us to take a call – because the GST could have mergers within the taxation structure. So if the benefits that are given to vehicles below four-meters disappear then it would make no sense to constrain ourselves. So, we're watching the space very closely – both above and below the Creta.

If there's a delay in the implementation of GST, how will that affect your plans?

India is a very important market globally, and it's very well marketed and understood by the world majors – and that's the reason why every world major wants to be in India. In such a situation, and especially for a company like ours – which is operating at 98% market utilization – if any investment has to be made, a few very important things have to happen. One, for any investment, land is required – so the land acquisition bill will play an important role. GST, of course, will also play a significant role. Third would be labour reforms. We believe that the government is working towards all three, and I believe that they will engage will all the political parties and stakeholders. After all, anything that's good for the country will be good for every political party. The administrative setup is ready, and I think some movement will happen during the next parliament session – because every party is looking forward to the growth of India. aX

WE BELIEVE THAT THERE ARE WHITE SPACES AVAILABLE IN THE MARKET BOTH ABOVE AND BELOW THE CRETA. SO, WE'LL MAKE A VERY STRONG MOVE IN ONE OF THESE SPACES – OR BOTH SPACES!



Maruti Suzuki Baleno

R.S. Kalsi, Executive Director, Maruti Suzuki, accepts the award for the Baleno.

How is the Nexa experience going?

Very well. There's a lot of activity now because of the Baleno. Our dealers have had to make special arrangements because there were so many people coming to see the car and take test drives. So, dealers have ordered more test drive vehicles. And it's very exciting because the product has been liked by the customer. In fact, customer excitement has been much more than we were expecting!



Are your non-Nexa dealers feeling envious of their counterparts?

Not really envious, because they're not being left out. This vehicle is meant for the Nexa channel. However, existing dealers are free to book these vehicles. And if a customer buys the car from a Nexa dealer through the existing channel, the referring dealer also gets a share of the revenue.

Another big question mark before the launch was on the Baleno name. We had a

lot of deliberation internally and with our friends from Suzuki. And, as they said, it's a global launch – even though it'll be produced here – so it should be a global brand name with global appeal. And we've been very clear that this product is totally different from the earlier vehicle – in terms of the technology, the platform, and the innovations by the engineering team. But all this has been substantiated by the customer response. As I mentioned already, no other Maruti product has got this kind of a response at the dealership level.

Now the next question that came from the people was about whether or not a product at 4.99 (lakhs) should be launched through the Nexa channel. Our thought process on this is that it's not just the price that makes a product premium – it's premium features, premium styling, the look and feel, technology, and even the category of the customer that the product is going to appeal to. And so all these differentiators should define whether or not we should give it to the Nexa channel or we should bring it to the existing channel. And in all these parameters, this product qualified to be in the Nexa channel. And now, looking back, we feel it was an excellent decision.

What next for Nexa? What else can we expect?

For Nexa you will have to wait, but for the existing channel we're coming out with a wonderful product in the last quarter of this fiscal year.

The compact SUV?

Yes, and I'm sure we're going to create a revolution in that segment as well. It's a wonderful product, and we're quite confident that even though our entry is late it'll be a well thought out entry with a big bang!



There's been big talk about reviving the Vitara name also?

Yes, that discussion is on-going. Some of these brand names are quite strong globally. Sometimes a product may not be as successful in a particular country, but then we're working towards global branding of these products. So, from that point of view, yes, we are having discussions in that direction.

When can we see the new Ignis that we saw in Tokyo recently?

It'll take some time before it comes into our portfolio. We've declared that there are fifteen products that are in the pipeline till 2020 – and most of these would be considered for India. On the timing, though, we'll have to see to ensure that the customer excitement is spread over a period of time. We're changing our overall approach towards the market. Hi-technology and innovative products that are first in the world is what we have planned – particularly with Baleno. Customer tastes are aligned with global tastes, so we're trying to meet their expectations.

So you've been happy with the response to the Baleno so far?

More than happy – we've got 21,000 bookings already. So 1,200 to 1,500 bookings per day, which is a delight factor for us. It's higher than our optimistic estimates, and it gives us a lot of confidence in the product.

You see, it happens very rarely that a global brand is launched from India. So Suzuki's respect and concern for Indian customers, and the kind of importance that they are giving to customers here is a moment of pride for us. Before the world gets it, the Indian customer gets it. And with many firsts, like Apple CarPlay, which will appeal to young customers. When they come to our showrooms, they first say that they want to see Apple CarPlay and sync their phone, and only after that take a test drive. So this is creating a lot of excitement. autoX



CUSTOMER TASTES ARE ALIGNED WITH GLOBAL TASTES, SO HI-TECHNOLOGY & INNOVATIVE PRODUCTS THAT ARE FIRST IN THE WORLD IS WHAT WE HAVE PLANNED



Yamaha YZF-R3

Roy Kurian, VP, Sales and Marketing, Yamaha India, accepts the award for the YZF-R3.



How has 2015 been for Yamaha?
Well we've had a growth of 10-12% over last year. If you look at the numbers, we clocked 4.5 lakh units last year, while we'll be clocking 6 lakhs this year. So it's been a tremendous year for us – even though the industry growth is only expected to be around 1% by the end of this year.

Are happy with the way the premium segment is growing in India?
For premium bikes above 150cc, the growth rate is very good – almost 30-33% this year. But the pressure is on the sub-150cc bikes, as their growth is neutral or negative. But, of course, it's good to see the premium segment is growing at 33% when the industry is growing at just 1%. If you look at bikes around the 600cc range, the market size is around 1,000 bikes a month – and we're looking to sell around 200, which would give us 20% market share. We launched the R3 two moths ago, and we're getting around 150-200 orders a month – so it's going well.

KTM manufactures premium bikes in India and BMW are all set to do the same. Do you plan to begin local manufacturing of premium bikes like the R3?
Well, we're actually looking at the

volume game and focusing on mass segment bikes. We're looking at selling 1 million bikes next year, so we aren't really looking to be too aggressive with our premium bikes. We aren't ignoring premium bikes though, as we have launched the R3. But it's still a niche market, and we're happy selling 200 or 300 bikes a month. But once the market really picks up, then we'll look at being more aggressive in this segment as well.

Are you planning a racing series for the R3?

Yamaha is synonymous with racing. It's in our DNA. And in India we're the pioneers of racing. However, racing as a sport in India still needs time to develop. It's still at a nascent stage, and we're trying to put in our best efforts to make it a big and popular sport.

How important will the Indian market be for you over the next five years?

Well, India is already the largest two-wheeler market in the world. So, needless to say, for Yamaha, India is one of its most important markets. In terms of sales, first is Indonesia and second is Vietnam. India is third, but it has the potential to become number one for Yamaha in the years to come – and so we're taking it very seriously. The good thing is that the shift is happening from motorcycles to scooters, which shows that customers are evolving.

In terms of scooters, Yamaha has the technical expertise and know-how. Plus, we know how to sell them. Scooters contribute 30% of the market today, and we expect that to increase to 35-40% in the next five years. If that's the case, and considering the fact that we've only recently entered the scooter segment in India (in 2012) – despite which we've already got about 7-8% market-share – we fully expect to achieve our target of one million units in sales. Currently, 45% of our sales come from scooters. And in the future we expect that ratio to be about 50-50.

What are your targets next year?

Well, we're gunning for almost a million in sales in India. As far as our revenue targets are concerned, we're comfortably on track at the moment!

RACING NEEDS TIME TO DEVELOP IN INDIA. IT'S STILL AT A NASCENT STAGE, & WE'RE TRYING TO PUT IN OUR BEST EFFORTS TO MAKE IT A BIG & POPULAR SPORT





Honda CBR 650F



Keita Muramatsu, President and CEO, and Yadvinder Singh Guleria, Senior Vice President, Sales and Marketing, Honda Motorcycle and Scooter India Pvt. Ltd., accept the award for the CBR 650F.

How has 2015 been for HMSI?
Well, we'll complete 15 launches this year. So, for next year, we'll be looking at a good sales numbers from motorcycles especially – since we'll have a full range of bikes available. At times, there's a perception that HMSI is a scooter brand – but we have many good motorcycles as well! So, we feel, now their time has come.

Scooter wise, at the end of January next year, the Gujarat factory will be inaugurated and we'll add 1.2 million units – which will take our total capacity to 5.8 million units.



And the scooter-only Gujarat plant will also free up some capacity to produce more motorcycles in other plants.

But today is a big day for us. Dhanteras is always the single highest selling day for us. We did 1.65 lakh units last year, and we expect it to be much bigger numbers this time (*and it was, HMSI later reported sales of 2.2 lakh units on that day*).

As far as the CBR 650 is concerned, we hope to cross the 100 sales mark in the next few days. We launched the bike in August, so the first hundred has come up very quickly. We're not selling the bike at all our dealerships. Instead, it's only at 11

special outlets that have set up the infrastructure to retail and service this bike. It's important for us to take care of the customer, since he or she will be very different from a customer buying a commuter motorcycle. So there's a different ambience in the dealerships to give these customers a special feel, as well as mechanics who have been specially trained by our team that spent two-three weeks in Japan. Our production team, as well, has done a great job. So, we may challenge them again by trying another special model next year.

How important is it to be number one in India?

To the team, the message is always clear – that will be the ultimate result of our efforts. But the first thing is that we have to be number one in the mind of the consumer. Our first objective is this – if a consumer has a shopping list, then Honda and the Wing Mark has to be at the top of this shopping list. In last couple of years, our market surveys have shown that gradually we've made it to the top-of-mind – and that's the first target. But another challenge is to manage so many products – everything from a 1,000cc to a 100cc – within the same sales and service network, because customer satisfaction is our number one priority.



The Activa single-handedly revamped the scooter segment, what's the next game-changer from HMSI?

The scooter segment is the biggest segment at the low end of the market. So, we're still facing a lack of units for the Activa. Last year, we introduced the Activa 125 – and we will try and introduce a new scooter next year for our Indian customers. 50% of Indian customers are very traditional, while another 50% want new lifestyle vehicles – so we will try and bring in something new.



AT TIMES, THERE'S A PERCEPTION THAT HMSI IS A SCOOTER BRAND. BUT WE HAVE MANY GOOD MOTORCYCLES. NOW WE FEEL THEIR TIME HAS COME

The premium bike segment is also growing very fast. What are your future plans in that space?

There has been a lot of pride with the team associated with the CBR 650 in India. This started with their training in Japan to learn how to assemble this bike in India. Then, we were able to execute on time – since we were on a very tight schedule. And, finally, it's given us the ability to skill-up. So, now, we have the confidence. It's a very young core team, and they're confident of meeting whatever challenge is given to them next – even if that means assembling more complicated bikes. The morale of the team is very high, especially the team which is doing the CBR 650. They're really looking forward to bigger and better things in future. aX



Triumph Tiger 800

Vimal Sumbly, Managing Director, Triumph Motorcycles India, accepts the award for the Tiger 800.

How has 2015 been for Triumph?

It's been fantastic. In terms of our presence on the roads, you've started seeing Triumph's on a regular basis. The regular sighting of these bikes being used daily shows that our presence has increased. We've now got around 2,300 customers who are riding Triumph motorcycles in India. Year-on-year, we're inline with our targets. We expect to sell around 1,500 units in this year, which gives us a 28-29% market share in the 500cc and above, and ₹5 lakh-and-up price segment – and we hope to be able to continue that growth.

One thing that's surprised us is how much mileage our customers are putting on their bikes. Our initial impression was that customers wouldn't be clocking high mileage, as they would use their bikes more as weekend toys. But customers have surprised us by doing the first 800 kilometres in less than the first month of ownership. What we're seeing now is that customers are using these bikes as their primary mode of transport – using them for their daily commute, mainly in Bangalore or Delhi, which was unheard of in the premium bike segment. This shows us that our bikes are being bought by real riders, who are happy using their bikes on a daily basis.

What kind of folks are buying adventure bikes like the Tiger? And how are these buyers using the bike?

There are two things about the Tiger's sales in India. One is that customers are not just buying the bike – they're buying

the whole package. Along with the bike, they also invest in panniers, riding jackets, lights, and other accessories. In fact, internally we refer to the Tiger as an SUV on two wheels. So we're happy that our customers are riding them through all kinds of conditions. We've noticed that the majority of our Tiger buyers are mature riders. They've bought the Tiger because they know what the bike is capable of. They understand their bikes, and they've bought the bike for a purpose – so we see them racking up large mileage in a short time. In fact, the Tiger is the bike where we see the fastest 3,000-5,000 kilometres come up. Our customers are using them for weekend trips around cities, and for longer expeditions – like touring Leh Ladakh. This bike engages you. It gives you the opportunity to do large distances, and our customers are making the maximum use of it.

What are your plans for 2016, and how do you see the year playing out?

The year is fully packed with action. You've just seen one complete brand launch happen with the new range of Bonneville's, and you'll see many more in the coming months. Typically it takes 4-5 months for us to get a bike homologated in India. So, by the time the products are available for sale, it's anywhere between 3-6 months delayed from the global launch. But, this year we're using the FTA with Thailand to get the new

THE NEW BAND OF THE TOP-MIDDLE CLASS IS DEFINING WHAT LUXURY IS IN INDIA. I HAVE NO INTEREST IN MARKET SHARE – WE WANT TO MAKE BIKING LARGE





Bonneville's into India at the same time as they go on sale worldwide. So you can expect to see the new range getting launched at the Auto Expo next year. And with the new Bonneville range, we'll be offering customers the option of doing a lot of customisation on their bikes. We're making an online configurator that takes the 'Build your own Bike' into a different format. So, customers can choose their own configuration, fully customized, and when they place their order based they'll even get an indication of the delivery date of the bike.

There's a lot of action in the 300-400cc segment, are you considering entering that space?

We have a different strategy. In India, everyone wants to work from the bottom end of the industry – on the volume game. But I think the top end is completely ignored. Today, the new generation of Indians – mostly very young General Mangers and CEO's – have started splurging in luxury. I think someone has to take care of them. And my objective is to do so. That's why we brought the Rocket into India. No one could have imagined that we could sell almost 85 Rockets (with a price tag of ₹25 lakhs) in the last two years. I think, over a period of time, the entire industry will start looking at the India at the top end. We want to provide the best-of-the-best to the top-end. If Apple is the best in the mobile phone business, or if Taj is the best in hospitality, that's the space we want to occupy.

The person who saves his or her money to buy one of our bikes, that person is the real buyer according to me. That's the new India. The new band of the top-middle class is defining what luxury is in India. And for them quality and reliability is absolutely imperative. And we would like to be on that side of the fence. I have no interest in market share – we want to make biking large. It's going to need investments, but we're creating the market for the future. aX





SEA-TO-SHINING-SEA

The GLA Adventure makes it way from the Atlantic to the Pacific coast of the United States of America. Here's part one of a voyage within a voyage...

words: **DHRUV BEHL & SIDDHARTH VINAYAK PATANKAR** | photography: **JARED SOLOMON**



In 1971, American racing legend Dan Gurney and long-time Executive Editor of *Car and Driver* magazine, Brock Yates, drove from New York on the East Coast of the US to Redondo Beach, near Los Angeles, in a Ferrari Daytona in just 35 hours and 54 minutes – covering 4,608 kilometres in the process.

This epic drive was documented in great detail by Brock Yates in a book titled, *Cannonball! World's Greatest Outlaw Road Race*. I first read the book over a decade-and-a-half ago when I was in studying in the US, and it's an idea that's captivated me since.

Yates and Gurney were inspired by American racer Erwin G. "Cannonball" Baker who set several point-to-point records in the first half of the 20th century. In 1933, Baker drove coast-to-coast in 53 hours and 30 minutes – a record that stood till it was decimated by Yates and Gurney in 1971. Yates wanted to both celebrate the US Interstate system and also protest against the 55mph nationwide speed limit that had been imposed at the time. Needless to say, their record turned to legend and led to the Cannonball Baker Sea-To-Shining-Sea Memorial Trophy Dash – an unofficial race from coast-to-coast. It even led to a Hollywood film in 1981 titled *Cannonball Run* – the screenplay for which was written by Brock Yates, and which starred the likes of Burt Reynolds, Roger Moore and Farrah Fawcett.

Now, we didn't set any records as we drove the Made-in-India GLA from the Atlantic coast in New York to San Francisco on the Pacific coast, but it always promised to be an epic drive nonetheless. And, of course, we made pit stops at some Meccas of speed in the process – places like the Indianapolis Motor Speedway and Pikes Peak. The US is nothing if not one big car culture from coast-to-coast – the V8 engine is still celebrated, the muscle car is still revered, and the automobile is still an important part of the family.

The coast-to-coast run is one that I've wanted to do for a long time, and, thanks to the GLA Adventure, this was my chance. This is part one of an epic voyage within a voyage…









WE DECIDED TO SIMULATE AN AMERICAN TRADITION – THE STOPLIGHT DRAG RACE!













Left: The Manhattan skyline never fails to take your breath away.
Middle: The Henry Ford museum, of which you'll read more about on the next page, is certainly worth a visit

First Taste of Americana

There's no bigger American icon than the muscle car. And when talking of the pony car, the one that invariably comes to mind is the machine with the wild horse on the grille – the Mustang!

Well, not all Mustangs are born equal. The few that were tweaked by American racing legend Carroll Shelby (Le Mans winner and father of the Shelby Cobra) are among the most sought-after Mustangs in history. Original Shelby GT 350's from the mid-60's – white with blue stripes – are the pick of the litter for the real collectors. These were essentially racing cars for the road – with lightened bodies, uprated suspension, and that high-performance 289 motor (that's 289 cubic inches, which equates to 4.7 litres of pure American muscle).

Thanks to Noel Reid, a classic car dealer in the Bronx, Siddharth and I got the chance to sample our first true taste of Americana. He was kind enough to offer the keys to a '66 Mustang GT 350 convertible (not quite an original…) and a '67 Chevrolet Impala SS convertible – both of which he currently has for sale. Now these aren't impeccable 'matching-number' restorations (classic cars that sill have their original engines), but that's a good thing – because it meant that these cars could really be driven. Noel was also kind enough to take us to a pretty remote, and actually quite scenic, part of the Bronx where we could bury the right pedal of both cars and revel in the guttural roar of their motors.

If this were a competition of merely beauty and noise, I'm afraid that the Mustang would win hands down. The proportions are just right, and the exhaust note through the Flowmaster side-pipes is the best soundtrack this side of a Ferrari Testarossa. The Impala SS (Super Sport), meanwhile, is huge. The 22-inch rims and retrofitted digital dash aren't exactly to my taste, but I have to admit that the metallic blue paint is absolutely stunning. Plus, there's something pretty special lurking under the bonnet of this beast as well – a brand new Chevrolet small block 350 V8 crate engine that produces 290 horsepower from its 5.7 litres of displacement. And while it may not sound quite as mean as the Mustang, in a straight line it leaves the 'Stang' for dead!

Noel was kind enough to actually allow Siddharth and I to simulate an American tradition – the stoplight drag race! He led us to a massive and deserted parking lot in the Bronx so that we could truly burn some rubber. The Mustang felt light and quite eager, while the Impala simply hunkered down and charged towards the horizon – leaving a trail of dust and noise in its wake. Both cars were a treat in their own way. Of course, you have to keep in mind that these are old cars – so braking and handling can't really be compared to the Mercedes siblings that we're driving around the world. But that's part of their appeal. In cars like these, you have to plan ahead. You have to gauge grip levels and anticipate braking distances. Mostly, though, these are cars in which to sit back, look cool, and sound absolutely tremendous as you drive through Main Street with the entire town enviously eying your ride. If the V8 is the soundtrack of America, then this duo embodies the very best of what made the V8 great in the first place.

Thanks Noel, for letting us get our first taste of Americana!



Right: The International House of Pancakes, or IHOP for short, provided much-needed sustenance on many a long day of driving and exploring







FROM STUNNING CRIMSONS & RUSTS TO GOLDEN OCHRE'S & SUNSHINE YELLOWS, WE GOT TO SEE IT ALL

Falling in Love

In the Fall season, gravity simply takes over as seasonal trees shed their leaves and go bare to prepare for winter – often being subjected to snow, ice and everything else frigid for weeks, only to break through with flowers or fresh leaves galore in the springtime. This magical circle of life takes place every year, and it's no different this year. There is much that's been said and written about the beauty and romance of the fall in the United States. Does that mean other parts of the world don't experience the same intensity of the orange onset of autumn? Of course not, but there's something about the way nature decides to put on the fall show in parts of the US that make it spellbinding. They say the best time is at the end of September or early October. And we had kind of missed that magic window. Or had we? As we left New York City to begin our drive westwards, we drove through New Jersey, Pennsylvania, Ohio and Michigan – in that order – and each state showed us that the fall season was very much on display. With differing hues too I might add. From the stunning crimsons and rusts to the golden ochre's and sunshine yellows, we got to see it all. There were purples, plums, maroons, and browns thrown in too by the way. And the best part was that it kept unfolding as we lapped up the miles in pursuit of our destination – the west coast! We continued to see the autumn leaves all the way to Lake Tahoe in California. Right through Indiana, Missouri, and Kansas – even Colorado had yellow vistas for us.

Pennsylvania is close to my heart as I've lived there. And I had promised the group that PA wouldn't disappoint. My beloved state kept my pride intact, as it laid out a spectacular show of colour. The true magic of the fall emerges only if it's displayed against a cerulean sky. And we saw miles-and-miles of blue stretching out against the horizon, with nature at its colourful best. To say that the fall must be experienced once goes without saying. To go back and experience it again-and-again is good fortune. I do recommend Vermont however – a state that we skipped on this particular journey – as well as the rest of the north-eastern states like Maine, Connecticut and Massachusetts too. And, yes, if you are planning to come see the fall, drive! That way, the road truly takes you through the magic, and you can follow the colour as your eyes see it beckon. I know I have. And it's time and energy very well spent.

Inside the Henry Ford Museum

Going to a museum can mean many things. It can be an education, act as a time portal, and just be plain entertaining too. Let's just say that one expects to be surprised – even if you're going back a second time. The Henry Ford museum in Dearborn, Michigan, did all of these things. The attractions here include the museum, and also nearby Greenfield Village and Ford's Rouge plant tour.

Yes, I had been here before, but hadn't been able to see all of it due to a lack of time. So here I was once again, standing at the entrance, thinking the same thing – too little time, and too much to see and absorb. But I was feeling lucky just the same – for being fortunate enough to have the chance to come back.

What most people don't realise is that this is neither a museum dedicated to the history of the Ford Motor Company, nor one that celebrates the life of the man who founded it. It is, instead, a look at American heritage and history – or a few pieces of it anyway. The museum is divided into different sections – those that look at American history itself, and others that depict American ingenuity, intelligence and industry. And then there are those that combine them. That is what I find most


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fascinating about this place. We walked through the bits with the cars in greater detail – naturally! Even though I had seen some of it before, I still wanted to see more – and Dhruv hadn't been here, so was also drawn to the cars first.

Old cars galore, but each with a history attached to it. The part that is perhaps most fascinating besides the concepts and the production models, like the first Mustang or VW Bus, is the section on the Presidential cars. Each US President has had a specific ride – mostly Lincolns and Cadillacs, and these cars have evolved over time. From being ones which allowed the first couple to stand and wave to teeming crowds, to those that now conceal the family as best as possible – its all here to be seen and understood. There's also a great section dedicated to a subject very close to my heart – the advent of safety in automobiles, and the public campaigns around it to convince the masses.

The museum houses the very early horse-drawn carriages, the first cars – including Ford's own Model T – and also some very interesting locomotives. The one that stands out is the Allegheny – the largest steam locomotive ever built, and named for the mountains over which it made its runs. This massive locomotive was built in Lima, Ohio, for use by the Chesapeake & Ohio Railway to take coal out of West Virginia's coalmines. The 125 foot-long locomotive could pull a train that was over a mile long with 160 wagons! And looking at its sheer size it's not hard to imagine that at all. This series of engines did service from 1941-1956, when steam engines were replaced by diesel locomotives. One of the last surviving ones was donated to this museum, where it has stood since. An interesting fact is that the art deco museum building, built in 1929, was never designed to take such large displays – and so a wall had to be broken to create a hole large enough to let the engine in. But looking at it all today, you would never guess that!

There's also a replica of the first plane built by the Wright brothers, with interesting side stories about what they went through in December 1903 – when they achieved the first manned flight in history. This is part of the section dedicated to aviation, which also has some other superb displays and rare aircraft.

Of course, there's much-much more to see, which means that I simply have to come back again. If you ever visit Michigan, and indeed the Detroit / Dearborn area, then a visit to the Henry Ford Museum is definitely worth doing.







The Brickyard

The 'Brickyard,' as the Indianapolis Motor Speedway is known, is truly one of the Meccas of speed on this planet. It's the arena in which the gladiators of speed put everything on the line – including their lives – in the quest to go faster than the next guy.

A four-kilometre oval, built over a hundred years ago, set in rural Illinois – a couple of hours south of the 'Windy City' of Chicago – the Indianapolis Motor Speedway truly oozes history. As you drive through the tunnel to the main entrance, you think of the legends whose tyre tracks you're following in as you enter this arena of power and speed. The Indy 500, in its prime, was truly one of the most prestigious races on the annual motorsport calendar. The Speedway is known as the 'Brickyard,' because bricks made up the original track surface. They still have a row of bricks at the start line to celebrate the pioneering spirit of the place.

This was actually my second visit to Indy. My first time was during the inaugural Formula 1 US GP at Indianapolis in 2000. Almost 300,000 people turned out to see the F1 cars take on the famous banking at Indy for the first time. A new infield road course had been developed especially for Formula 1, but the F1 cars used a portion of the Indianapolis oval as well – so you can imagine the spectacle. I regretted the fact, however, that I didn't get a chance to visit the Indianapolis museum on that occasion. Well, it was time to make up for that oversight. And we did it in style. Donald Donaldson is the historian at the Speedway, and he gave us a guided tour. He's actually the only person to hold such a position on a full-time basis at any motorsport facility in the world.

An Englishman, Donald, always felt drawn to this Mecca of speed. He made his first visit to the Indy 500 in 1964, and felt as though he had come home! He returned soon after, and never left. I asked him if he was especially proud to have witnessed Scotsman Jim Clark win the Indy 500 the following year – making Clark the only driver to win the Indy 500 and the F1 World Championship in the same year. In fact, Clark skipped the Monaco Grand Prix that year to compete at Indy. Don, however, said that he had come to Indy because he was a fan of the Yanks – men like A.J. Foyt, Al Unser, and Rick Mears, who share a dozen wins amongst them. Don talked us through their chariots, and showed us their likeness etched into the Borg Warner trophy – a sterling silver masterpiece that stands over five-feet tall. For me, hearing Don's stories was certainly one of the highlights of the US leg of the GLA Adventure. It took me back to a time when the sport of racing was less about aero packages and more about the talent and guts of the men behind the wheel.

The Race to the Clouds

It's a name that stands tall – literally – in the automotive community. Pikes Peak is the tallest peak in the Front Range of the Rocky Mountains, and 39th highest in the USA at 4,302 metres. The reason that it has a strong automotive connect is because of an annual race that's held here, which basically sees competitors trying to best each other in a



THE BATMAN

We even came across the Caped Crusader on the American Interstate. Needless to say, we were more than a little perplexed. Thankfully, the Batman looked us up online and sent us this message:

"I am the Batman you saw driving the black Nissan 350Z on October 25th. People wonder why would I wear the mask when driving on long trips. It's simple, it makes people smile and enjoy something out of the ordinary and they have a new story to tell their friends and family later. In a world of angry drivers, it's nice to see them smile or even laugh."







race to the top. The road has been smoothly paved all the way to the top since 2011 – before which it used to be tarmac till the halfway point, and then dirt.

Way back in 1916 is when the first Pikes Peak Hill Climb was held, which is often referred to as 'The Race to the Clouds.' There are many different classes of vehicles that compete every year, and while some do look like stock vehicles, there's usually a fair bit of modification work carried out on them. The track begins at the 7th milestone on the 19-mile-long Pikes Peak Highway and ends at the summit, which is almost 13 miles of racing. Seven-time World Rally Champion Sebastien Loeb holds the record for the fastest time at 8 minutes 13 seconds, established in 2013 while at the wheel of a specially developed 800-horsepower Peugeot.

We got to Pikes Peak on a beautiful autumn day in October – just days after the first snow of the season had covered the mountain's peak. The sky was azure, the air was crisp, and our spirits were high! I had been waiting to come to Pikes Peak, and drive up its famous road for the longest time. And here I was, finally ready to make the ascent.

When we got to the start of the Pikes Peak Highway to buy our tickets, we were informed that high winds at the summit had meant that the last few miles of the road had been closed. That was very disappointing of course, but at least we would be able to cover most of the highway. It was hard to imagine why the road would be closed up top. As we drove higher and higher, the weather seemed just fine. But there were strong winds, and some of the Park Rangers we met on the way up told us that the light, dry snow was flying about due to the winds – and they had to close the roads as a precautionary measure.

It was still wonderful though – right from the base at the shores of the Crystal Reservoir, to the point just 6 miles short of the summit – the views were simply breath-taking. The smell of pine in the air, coupled with our first encounter with snow on the ground just made the whole experience magical. I have to say that driving up the road was extremely fun too – and since I was driving the sportier GLA I could push the corners and take the turns with some extra gusto. I really enjoyed the drive, and the road is a must-visit for any automobile enthusiast – or anyone who simply loves driving. Any kind of elevation is where I think I am happiest, and Pikes Peak was really the perfect setting for me to truly enjoy myself. It certainly was a highpoint of the GLA Adventure's USA road-trip for me – besides the Grand Canyon of course. More on that in the next issue though… ax



STILL

ON THE PROWL



The Tigers are on a voyage to the international borders of North East India. Last month we brought you Bhutan and Bangladesh. This month we head to China and Myanmar...

words: **SHAHWAR HUSSAIN** | photography: **ANUJ SINGH**



I half expected John Rambo to amble out of the thick forest and walk towards Anuj and I in that typical swagger of his. I guess he would have drawled "….and why are you walking when you're dressed in motorcycling gear?" Well, he didn't appear, and I guess it's a good thing. It is 2015 after all, and I didn't want to see an ageing Rambo!

The second part of our tour on this duo of Tigers through the North East is taking us to the borders of Myanmar and China. The ride is expectantly amazing – better than the first leg even, and I wished for the tour to continue far longer than it did. We had gotten so used to our two Tigers that we suffered from severe depression when the tour ended.

The rain had put paid to our attempt to ride to the Chinese border at Nathu La, in Sikkim, and so we decided to ride to Bumla in Arunachal Pradesh instead. Bumla borders China, but isn't a border trading post like Nathu La. Nevertheless, it is a border all the same.

The ride to Bumla is a rough one, via Sela Pass and Tawang – but I wasn't complaining. We started out from Guwahati and rode on extremely good tarmac till Bhalukpong, which is the border between Assam and Arunachal Pradesh. The road was so good, in fact, that it tempted me to open the throttle wide – and that's exactly what I did! The Tiger XCX just loves to be revved. Open the throttle a wee bit, and the Tiger takes wings – but it stays as steady as a rock.

As soon as we crossed the police check post where we had to produce our Inner Line Permits to enter Arunachal Pradesh, the topography changed drastically. The road narrowed as it snaked its way through the mountain. Alpine forest covers the mountains on one side, while the other side overlooks the roaring river below.

Usually, I take two days to ride from Tawang from Bhalukpong, and I stop either at Bomdila or Dirang. The road is being re-laid along the entire 300-kilometre stretch, so the dust and the under-construction road take their toll on the rider – and the bike. But, then, we were on the Tigers – and the long suspension travel made the road seem much better than it really is. The XCX is better suited for this kind of road surface, and I could see Anuj turn green with envy as I stood on the foot-pegs and glided past him on the really bad sections.

The sun was already behind the mountains when we crossed Dirang, which meant that we had to ride the last 145 kilometres in darkness. And crossing the 14,000-foot Sela Pass at night was certainly not a good idea. It was bitterly cold and completely fogged out. As we descended from the top, we found a shop near the Sela Lake that sells tea, thukpa and petrol in mineral water bottles. We looked pathetic, as we tried to control the involuntary shivers that jerked our bodies every few seconds. There was a fire going inside the cabin, but I resisted the strong temptation to sit by it. Getting away from the life-giving warmth of the fire would have been impossible, and so we stood under a shed, cupped the hot steel tea mugs in our hands and put on a brave face. We reached Tawang at about 9.30 at night. Foolish thing to do!

Riding through to Tawang was Anuj's idea, and had I been riding any other bike I wouldn't even have considered the idea. The power and the suspension of the Tiger made life much easier for us. On the really bad roads, however, the Traction Control kicks in frequently and this irritated me initially. When I wanted to speed up an incline, the traction control slowed me down. But when I turned TC off, the corners with loose gravel suddenly became at me a lot faster and I had a tougher time controlling the bike. So I turned the TC right back on, and realized that it's a life-saver that really does ensure you don't skid out.

Eventually we made it to Tawang without incident. It's said that the 400-year-old Tawang Monastery is the second largest monastery after the Potala palace in Lhasa, Tibet. A senior monk informed us that the Potala Palace and the Tawang Monastery were built at the same time. The initial structure was the main temple, and they kept on adding rooms over the years. And, from a distance, the bright yellow roofs of the monastery certainly look striking.

When the present Dalai Lama fled Tibet in 1959, after the Chinese invasion, he came to the Tawang monastery along with his followers before moving on to Dharamshala.

To go to Bumla, we needed a permit from the DC's office – a process that takes a day. The road to Bumla is so bad that SUV's are the only types of vehicle that ply this stretch. The distance is only 45 kilometres, but the taxis charge 6,000 Rupees for a round trip.

Although the views were fantastic all along the route, the border was a disappointment. We could see the Chinese outposts only





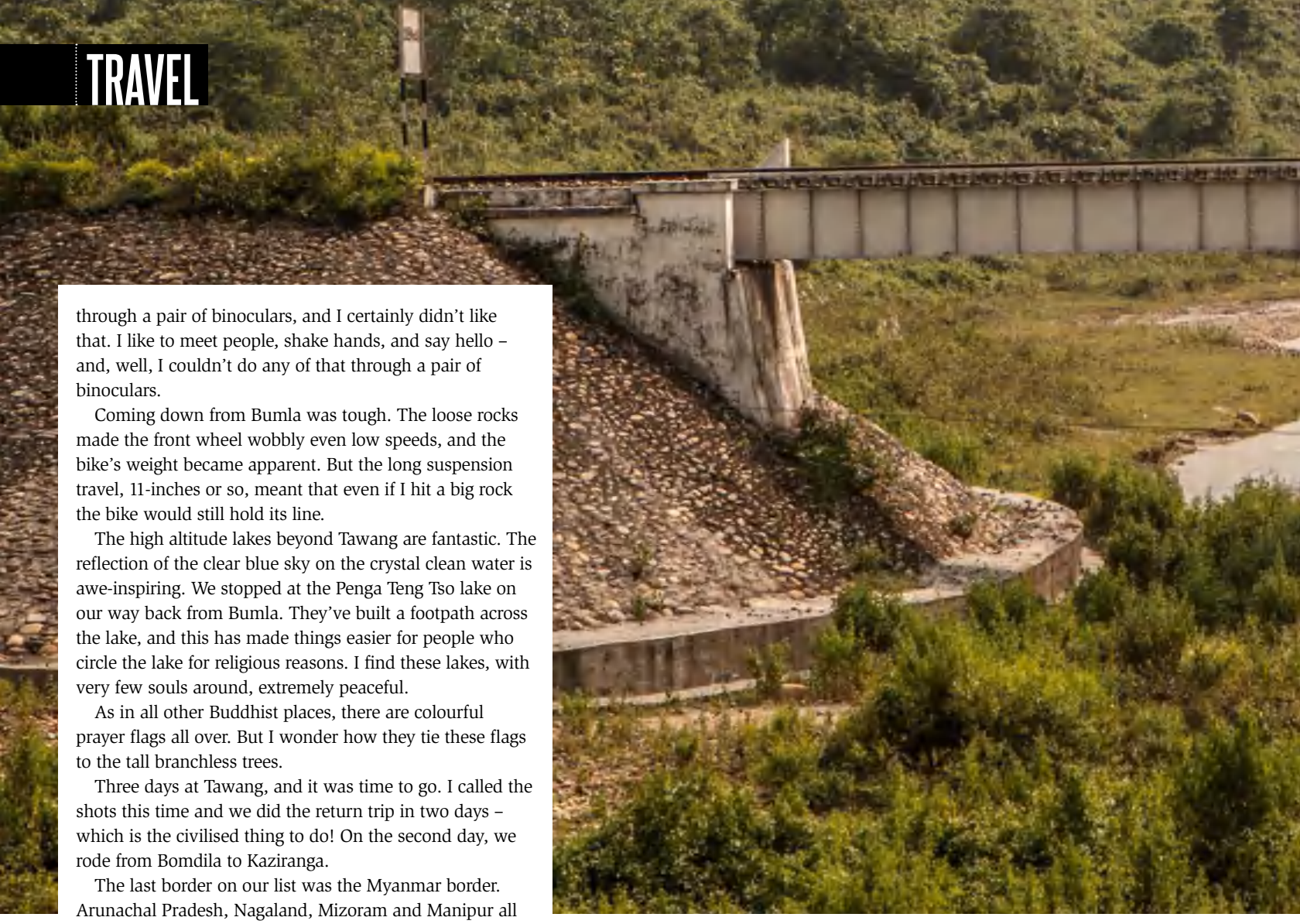


THE ASSAM RIFLE MEN FINALLY LET US PROCEED, BUT THEY ASKED US TO PARK OUR BIKES WHERE THE TARMAC ENDS. THAT'S WHERE MYANMAR STARTS!









through a pair of binoculars, and I certainly didn't like that. I like to meet people, shake hands, and say hello – and, well, I couldn't do any of that through a pair of binoculars.

Coming down from Bumla was tough. The loose rocks made the front wheel wobbly even low speeds, and the bike's weight became apparent. But the long suspension travel, 11-inches or so, meant that even if I hit a big rock the bike would still hold its line.

The high altitude lakes beyond Tawang are fantastic. The reflection of the clear blue sky on the crystal clean water is awe-inspiring. We stopped at the Penga Teng Tso lake on our way back from Bumla. They've built a footpath across the lake, and this has made things easier for people who circle the lake for religious reasons. I find these lakes, with very few souls around, extremely peaceful.

As in all other Buddhist places, there are colourful prayer flags all over. But I wonder how they tie these flags to the tall branchless trees.

Three days at Tawang, and it was time to go. I called the shots this time and we did the return trip in two days – which is the civilised thing to do! On the second day, we rode from Bomdila to Kaziranga.

The last border on our list was the Myanmar border. Arunachal Pradesh, Nagaland, Mizoram and Manipur all share borders with Myanmar. The border at Manipur is the most important and busiest with a proper Immigration check post at Moreh. All overland travellers from Myanmar enter India through this border.

Moreh is about 180 kilometres from Kohima, in Nagaland, but we planned to halt at Imphal and do a day-tour of the Moreh border.

As we started from Kohima, the first town we hit in Manipur was Mao. As luck would have it, the student body at Mao was staging a protest. I didn't want to get caught in the middle of it, and so took the advice of a man who said that we could bypass the student agitation. But that would mean that we would have to pretty much ride through a mountain river. Well, it sounded interesting – so we decided that it was worth a try.

We entered Nagaland again, and, a few kilometres later, we entered the river. Fortunately, the water wasn't too high – although it was flowing pretty swiftly. The rocks weren't too big though, and the shallow water allowed us to travel at a decent clip. A group of villagers were collecting water for cooking, and they said that the road wasn't far – but they didn't let me leave without letting me know that they would now have to wait for clean water since our motorcycles had dirtied the stream. I apologised, and rode





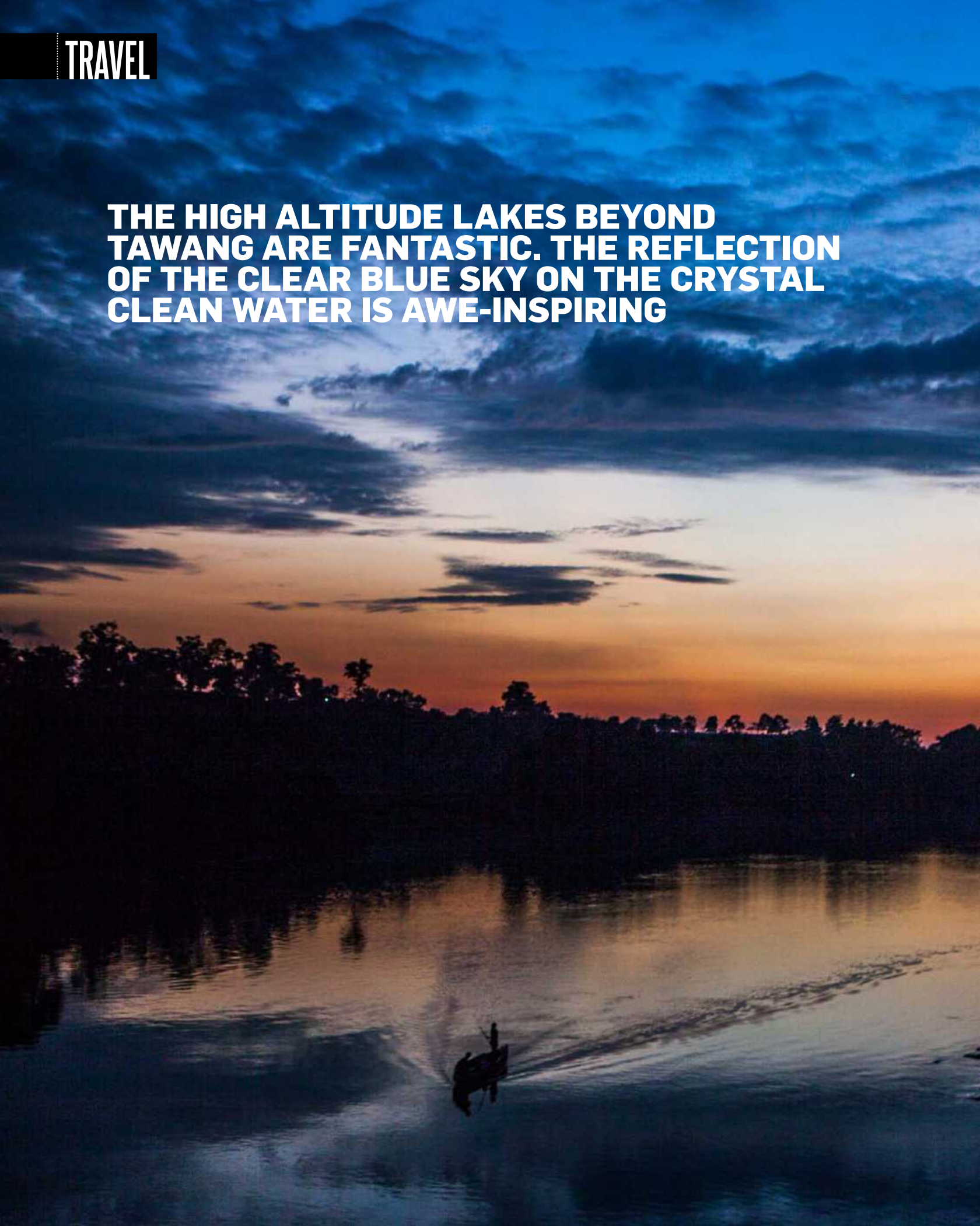




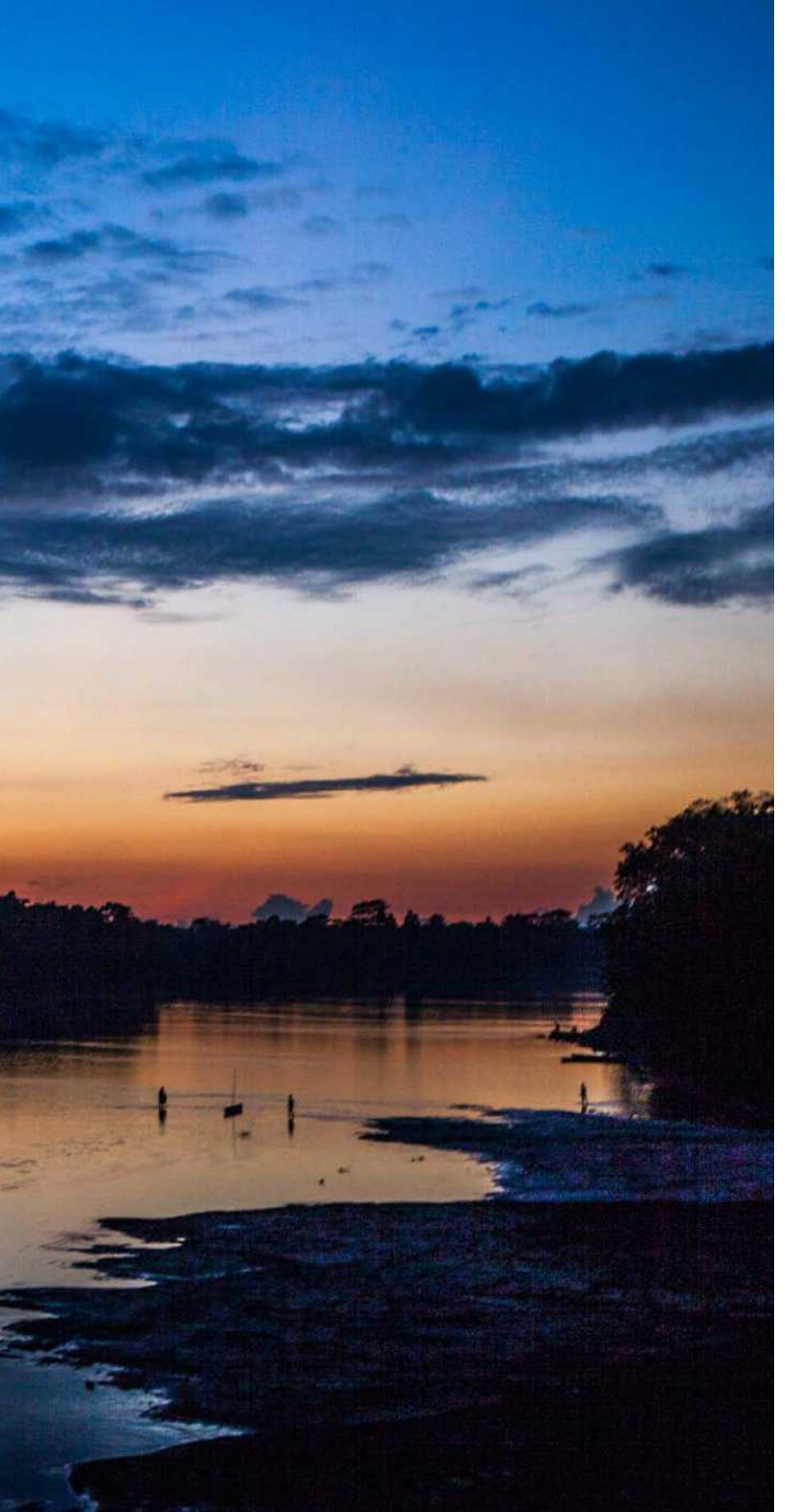








THE HIGH ALTITUDE LAKES BEYOND TAWANG ARE FANTASTIC. THE REFLECTION OF THE CLEAR BLUE SKY ON THE CRYSTAL CLEAN WATER IS AWE-INSPIRING



on. But there was some kind of a divine punishment waiting for me further ahead! As I rode further upstream on a seemingly flat riverbed, it just gave way.

I went hip-deep into the river, but tilted the bike on the left side to prevent the water from getting into the exhaust. Anuj helped me steady the bike, and I slowly rode out of the hole. For a moment I thought that it may be time to call the Triumph service guys. But I guess the XCX is made for this type of terrain. It'll get unstuck from most places, as long as you know your limits. The side opening panniers aren't waterproof though, so the water destroyed a precious book. Top opening panniers would have been better.

Luck didn't favour us in Manipur either. After we hit the highway again, we learned that there was a 48-hour strike at Moreh. So we did a U-turn and fell back on plan B.

Arunachal Pradesh has an interesting border with Myanmar on the Pangsu Pass, with access to the Stillwell Road. This historic, war-era road was built by General Stillwell so that the Allied army could better fight the Japanese army in Burma and China. The road starts at Ledo, in Assam, passes through Jairampur, in Arunachal Pradesh, crosses the Pangsu Pass into Myanmar, and ends at Kuming in western China.

We rode for two days from Kohima to get into Ledo, and onto the Stillwell Road. It's a very well laid out road right up to Pangsu Pass, but I wish the administration would put up some signboards along the way – something that tells the traveller that he's travelling on a historical road.

Jairampur is a small border town between Assam and Arunachal Pradesh. There are very few places to stay, and we were lucky that we could find a room at a Government Inspection Bungalow.

As we sat on the courtyard at night, a man joined us and got talking. He turned out to be the caretaker of the War Cemetery that holds the remains of about 2,000 Chinese army personal. These Chinese soldiers were part of the workforce that built the Stillwell Road. A large number of these soldiers died due to exhaustion, malaria, and other sicknesses they picked up in the inhospitable jungles and hills in the area. Until recently, the cemetery had been badly neglected. The jungle had ravaged the graves, and the place had become a hangout for the drunks and other antisocial elements. Many of the graves even had the



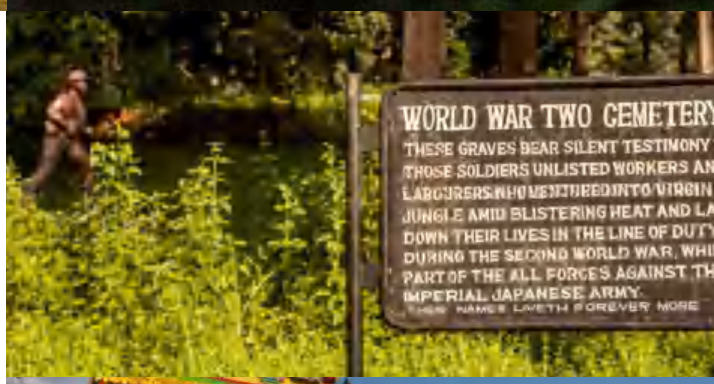



HDFC BANK








WORLD WAR TWO CEMETERY
THESE GRAVES BEAR SILENT TESTIMONY
THOSE SOLDIERS UNLISTED WORKERS AN
LABOURERS WHO VENTURED INTO VIRGIN
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IMPERIAL JAPANESE ARMY.





inverted rifle and helmet homage, but all that's missing now. The caretaker, Mr Deora, who is employed with the Forest Department, is doing a great job of restoring the graves – and the cemetery has started attracting visitors as a result. Workers were still clearing the jungles as Deora showed us around.

We needed a special permit from the SDO of Nampong to visit Pangsu Pass and the Lake of No Return. From Nampong to Pangsu Pass is hardly 10 kilometres, but we were stopped and asked questions by the Assam Rifles – India's oldest paramilitary force – at least five times. The usual entry dates for traders into Myanmar are the 10th, 20th and 30th of every month, and we weren't on the road on any of those dates. And we certainly didn't look like traders!

The Assam Rifle men finally let us proceed, but they asked us to park our bikes where the tarmac ends. That's where Myanmar starts!

We walked for a few kilometres inside Myanmar, and didn't meet a soul. Suddenly, a man appeared out of the jungle with some wood in his hands – and he stopped dead in his tracks on seeing us – language was a problem, and we didn't understand anything. He must have realised that it was useless trying to talk to us, and so he just handed me a local cigarette and disappeared down the hill.

There are no roads to speak of, and the path we were walking on was muddy and slippery. Moreover, walking in motocross boots isn't the easiest thing to do – but we had no choice. The jungle cleared a bit, and there was a check-post. A young soldier adjusted his cap as he saw us approach. Of course, the language problem reared its head again – and so he took us to his officer. One soldier spoke a smattering of Assamese, and I communicated with him.

They let us go till the Lake of No Return, but we had to get out of the country before sundown.

The Lake of No Return has some fascinating stories. They say that, when the allied aircrafts took belly fire from the Japanese, many of them dived into the lake in the hope that the lake offered a better chance of survival than crashing into the thick jungle.

I wish I could have communicated with the locals. The lake is sure to have remains of some planes, and it would have been great if we were allowed to search for them.

The thought of walking back 5 kilometres in the dark, on a muddy broken road, through the jungle and without a soul in sight didn't seem very appealing. So, somehow, I managed to make two young guys understand that we wanted to be dropped at the Indian border. They had 125cc Chinese bikes and rode like mad men. I almost jumped off the bike when my rider headed straight for an old 10-wheeled Russian logging truck. But then I realised that, in Myanmar, cars drive on the right side of the road.

I desperately want to ride the entire Stillwell Road and visit the Lake of No Return again. Well, I suppose if you want something badly enough you'll find a way to Triumph one way of the other… sooner rather than later I hope! ax


GREAT INDIA DRIVE



GREAT INDIA DRIVE (& BEYOND)

Last month we brought you the first part of our Great India Drive, as we drove from the Thiksey monastery in Leh to the Capital. Well, this time we're crossing the border to the Mountain Kingdom of Bhutan as we head to the magical Tiger's Nest monastery.

words: **ABHISHEK CHALIHA** | photography: **KAPIL VASHIST**

As I drove into office that morning, I saw a shining Hyundai Creta parked at the entrance. The SUV gave no hint that it had just made its way here over more than a thousand kilometres – not to mention while traversing over some of the harshest terrain in the world. As you may have read in our previous issue, Dhruv and Ashish had just driven this particular car all the way from Leh, across snow covered mountain passes, to New Delhi. And now it was Kapil and my turn to complete the second leg of this journey that would end beyond India's border in Bhutan!

Our Great India Drive journey was spread between Thiksey monastery, just outside Leh, to the mystical Tiger's Nest monastery in Bhutan. When it comes to monasteries, there is something about peace and tranquillity in those places that I just can't put my finger on. Perhaps this has something to do with how quiet monasteries are – allowing you to feel some sort of spiritualism. And since tranquillity is a word you can't associate with New Delhi, I was only too happy to get behind the wheel of the Creta and drive away from the bustling capital of India.

As the Creta rolled out of office, I noticed just how smooth a car this was. This 1.6 litre engine has always been good on the power delivery front, and the conventional six-speed automatic gearbox doesn't let it down either for the most part. Under normal driving conditions, gear changes are more or less spot on and the overall drive experience is a really seamless one.

Driving out of Delhi on day one, we headed to Varanasi for the night. The route was flawless, consisting of absolutely brilliant expressways. Thanks to the Creta's smooth driving manners, the kilometres just breezed past. If I had one compliant, it was that the Yamuna expressway doesn't really have the best food joints. While some of the items on the menu looked dicey, others were just about edible. Now, this isn't really a problem with me but, as I learnt, Kapil is quite picky about his food. We grabbed a quick bite, and were back on the road towards our overnight destination of Varanasi – and better food hopefully!

Soon, we were at the brilliant Allahabad bypass road, which has some really well banked corners on what is a wide sweeping road with little traffic. While there isn't much in terms of scenery here to enjoy, the Creta was really coming into its own at triple-digit speeds.

As darkness fell, we entered Varanasi and headed straight for our overnight halt in Hotel Nirvana – perhaps aptly named in one of Hinduism's holiest cities. The hotel is clean one, and although food is decent it's nothing to write home about. A big plus point of staying there, though, was the fact that it's conveniently located at a market where it's easy to get more or less everything you may need. So, we picked up all sorts of packaged food that we could carry and a carton of bottled water – which is a must.

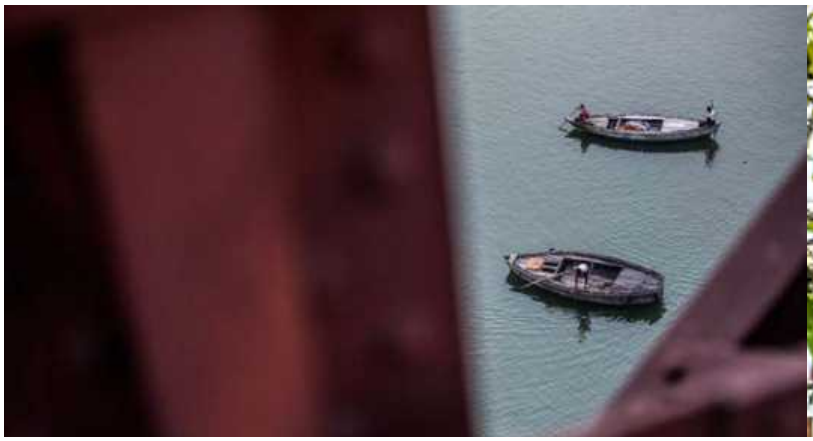
The next morning we were up and about before sunrise as we had another long journey ahead, and we had heard that the roads in Bengal weren't in the best shape. As we left the city, we were reminded of the holy nature of the place by a swarm of pilgrims heading for the ghats.

The roads once again were really impressive, and we covered large distances at a brisk pace. The only thing that would slow us down quite a bit at times was the need to pay numerous tolls along the way. And while I'm all for paying tolls for the betterment and maintenance of road infrastructure I do wish there some way to streamline

WHEN IT COMES TO MONASTERIES, THERE'S A PEACE AND TRANQUILLITY IN THOSE PLACES THAT I JUST CAN'T PUT MY FINGER ON



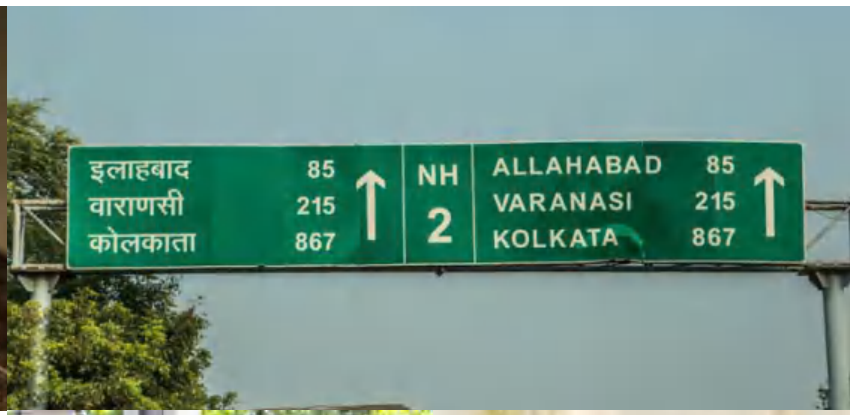

GREAT INDIA DRIVE










इलाहबाद 85
वाराणसी 215
कोलकाता 867
NH 2
ALLAHABAD 85
VARANASI 215
KOLKATA 867









payment and collection of toll in order to reduce travel time.

Nevertheless, we were in and out of Bihar and Jharkhand before we even knew it. The roads are very good there as well. And contrary to belief and rumours, much to our joy we discovered that these two states are not that bad at all to drive through – with decent dhabas (read: clean and fresh food) and friendly faces.

It was all going well till we entered West Bengal. Soon after crossing Asansol, we didn't take the best route to our next overnight halt of Siliguri by straying onto NH34 – which was in terrible condition, causing even the Creat's generous 183mm ground clearance to fall short at one instance. Secondly, there was a jam of trucks that ran for kilometres. And to make matters worse, we didn't find even a single dhaba where we could stop. We survived the entire day on fruits, water and biscuits. We even had to follow some local SUV drivers, and copy their reckless driving manners (most of it off-road) to make our way to NH31 – which we joined a little ahead of the town of Kishanganj.

Once on the better NH31, Kapil went off to sleep and I drove along the absolutely empty highway towards Siliguri. I was grooving to my favourite tunes on the Creta's stereo (which I must add comes with a good set of speakers) and enjoying having the entire road to myself. And before I knew it, we entered Siliguri at 3am on the dot. We tried to buy some fuel at a pump and catch some sleep there but got kicked out. I suspect it had something to do with how weary (and groggy, in Kapil's case) we looked. The guy must have thought we were overnight car robbers. But our luck turned for the better when another pump attendant in a different fuel station was kind enough to let us park and catch a catnap.

But this time Mother Nature was less kind, and an hour later it really started pouring cats and dogs. Now we couldn't

A NEW DAY WAS BORN WITH THE SUN RISING OVER A RAIN SOAKED PART OF WEST BENGAL, AS WE DROVE THROUGH THE CALM AND SERENE MAHANANDA FOREST



even sleep in the car with the windows open. So, we decided to ditch the nap and continued onwards to Jaigaon.

A new day was born with the sun rising over a rain soaked part of West Bengal, as we drove through the calm and serene Mahananda forest area ahead of the coronation bridge. Driving past the forest and some tranquil tea gardens, we managed to grab a cup of tea and a few egg-based dishes at a dhaba. There isn't much on the route in terms of eateries or accommodation, and whatever little there was hadn't opened for the day.

Soon enough, though, we were at the town of Jaigaon. It's a busy place and messy too. The civic bodies don't seem to attach much importance to the cleanliness of the streets here. However, it's at the majestic entry gate for Bhutan at the border town of Phuntsholing where things change.

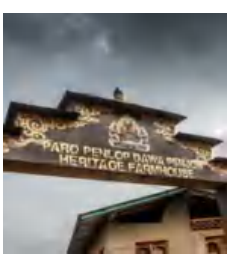
Bhutan is a land of very strict law and order. And you can sense it in the air as soon as you cross the border. Everyone here follows traffic rules and one-way roads by the book. We parked just as we crossed the border and went in to the immigrations department only to be pleasantly surprised at just how diligent Bhutanese officials are at doing their work. With a smile on their faces and swift work ethics, we were out of immigrations counter before we knew it and were now permitted to travel across Bhutan. However, the Creta still wasn't – as we first had to get an international vehicle permit. But we got this done in a jiffy too, thanks to the excellent work culture and friendly nature of the Bhutanese people.

With that done, we quickly headed upwards for Paro through the kingdom's winding roads. Interestingly, the roads here are built by the Border Roads Organisation of India (under project Dantak). The route was dotted with home stays and restaurants inside people's




















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houses. We stopped at one such place, and I was thrilled to see the menu of the day that listed pork and dried fish with rice and dal! After having driven through West Bengal virtually on an empty stomach, we gorged on some absolutely delicious food.

The rest of the drive was quite uneventful, as we entered the town of Paro after sunset. But, my God, what a picturesque town this was! All the houses in the town are constructed according to Buddhist architecture, which really gives this place a lot of grandeur. We called it an early night after 48 hours on the road, but not before shopping for local merchandise – including some very nice handicrafts.

The next morning we woke up quite early and drove just a few kilometres out of town to catch a glimpse of the majestic Tiger's Nest, which is nestled on a cliff-side that overlooks Paro from a distance. Not too far away were the Drukgyel Dzong ruins – so we took the opportunity to climb right to the top. We might not have been able to hike it to the Tiger's Nest this time (that's the only way to get there), but even at the ruins there was an air of calmness. It's that same sense of tranquillity that I was referring to at the beginning of this story.

But our road trip was not over yet, as we then quickly drove to the capital of Bhutan – Thimpu. We had enough time to just visit the commercial area of town, which has some nice handicraft shops and, of course, great restaurants.

Befitting the title of this epic drive, we decided to end our adventurous road trip in a 'Great' manner by concluding the journey at the mighty Buddha Dordenma statue situated atop a hill in the Kuenselphodrang Nature Park in Thimpu – which, incidentally, happens to be the tallest Buddha statue in the world.

Our journey from New Delhi had been a drive to remember. We had many adventures, and met many wonderful people. We came across a variety of terrain, but what remained constant was the Creta. When the Creta was launched, I wasn't so sure about how Hyundai's new SUV would fare against the Renault Duster. But this road trip has really underlined the Creta's core strengths – a comfortable ride, spacious cabin and smooth powertrain that carried us in complete comfort and in a totally hassle-free manner. What Hyundai has here, then, is another bestseller! ax

WE STOPPED AT A HOME STAY, AND I WAS THRILLED TO SEE THE MENU OF THE DAY THAT LISTED PORK AND DRIED FISH WITH RICE AND DAL!



CHARGE OF THE RAGING BULL

The Volkswagen emissions scandal triggered the collapse of its stock price and sent shockwaves through the Group. Fortunately, however, it hasn't affected Lamborghini's Urus SUV project. And so cars from Sant'Agata Bolognese are set to become twice as big...

words: **ROBERTO LO VECCHIO**





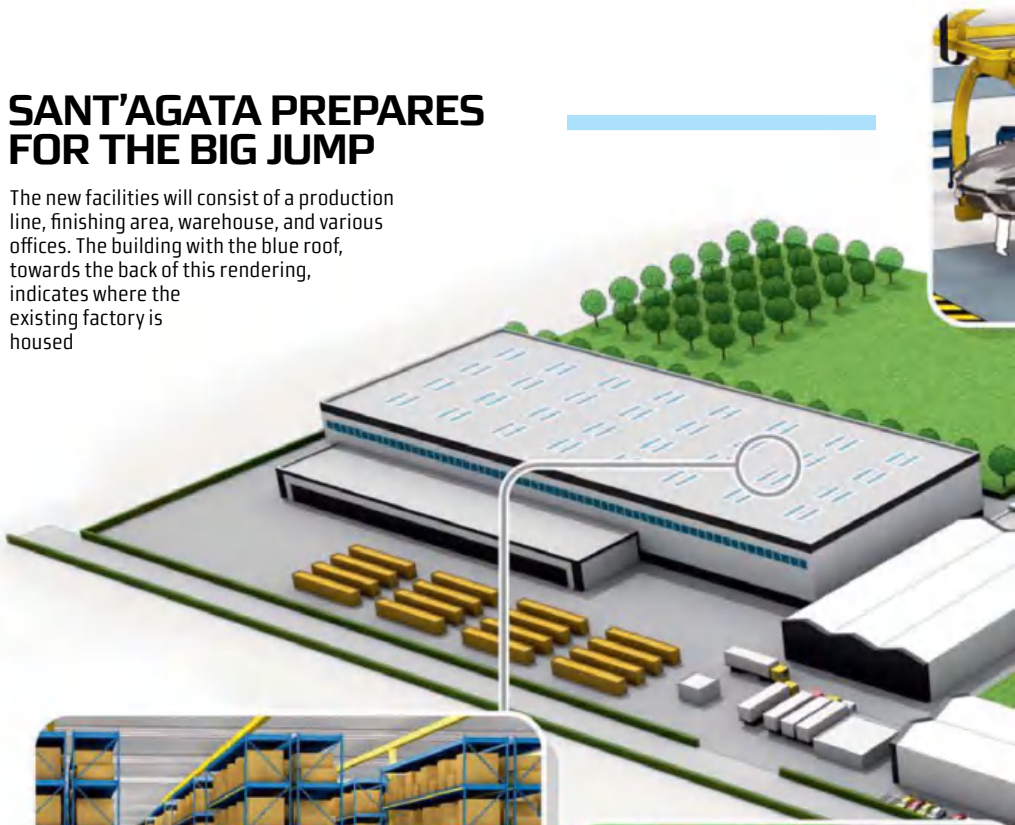
Starting with the Urus concept of 2012, we tried to imagine the final form of the Lamborghini SUV. With an expected price tag of less than 200,000 Euros, it's poised to be the most affordable model from Lamborghini

On October 12, 2015, Stephan Winkelmann, President and CEO of Lamborghini, decided to meet the company's employees to reassure them that the diesel-gate scandal won't affect the Urus project. That's unlikely to be the final name of the SUV, which is expected to be launched by 2018 – but, at Lamborghini, everybody calls it by that name. Winkelmann's stand has been appreciated by the 1,200 people working at the Sant'Agata factory – anxious to ward off the threat of additional cuts, already announced by the parent company in Germany. Lamborghini workers had reasons to worry, because the company is in the middle of its most ambitious production phase.

The plan includes doubling the production capacity to almost 6,000 units per year, and the indoor factory surface from 80,000 to 150,000 square meters on the back of more than 800 million Euros of investments. The expansion exercise also involves 500 new jobs. With all these inputs, the model that will emerge after three years of intense work will look completely different from the current line-up. The launch of the third model will not only increase production volumes (with approximately three thousands units, it'll double the company's volumes), but it'll also reshape the production facility completely.

SANT'AGATA PREPARES FOR THE BIG JUMP

The new facilities will consist of a production line, finishing area, warehouse, and various offices. The building with the blue roof, towards the back of this rendering, indicates where the existing factory is housed





↑ The warehouse is used to store all the components needed for the whole production cycle – Aventador and Huracan included. It's located at one corner of the operating area to reduce the possibility of heavy traffic getting in the way. All the components will be transported to the other divisions by light shuttles



↑ The test-track has been widened, and different obstacles that would be useful when testing an SUV have been added

FAST AND FURIOUS

1963



Ferruccio Lamborghini, who owns a thriving tractor factory, decides to compete with Ferrari. In a super modern manufacturing plant, the 340 GT comes into existence

1998



On the verge of disappearance, the company is acquired by the Volkswagen Group – then managed by Fredinand Piech

2010

Thanks to German finances, Lamborghini opens a carbon fibre production plant and related research department

2011

Murcielago, the first car launched under Volkswagen-Audi ownership, paves the way for the more modern Aventador

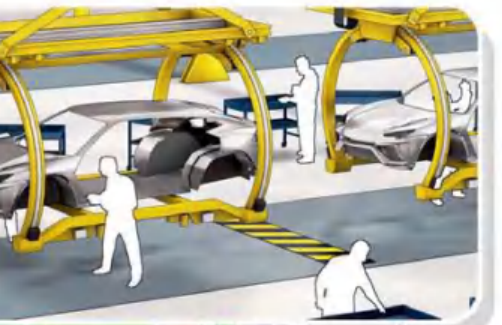
2012

The Urus concept is presented for the first time. It was born in the division created for the development of new prototypes



2013

The company premises are enlarged, with the addition of new buildings – including the logistics centre. Between 2010 and 2014, Lamborghini has seen 400 million Euros invested



The assembly line is completely new, and is entirely dedicated to SUVs – with production cycles that are different from the ones followed by the super sports cars

The new finishing unit, where the quality of the manufactured vehicles are checked for final approval

2014

The Huracan succeeds the Gallardo, and inherits a new production line

2015

It's official – the Urus will be the third model in the Lamborghini range, and will be manufactured in Italy (below, Winkelmann with the concept).



As it happened with Porsche at the time of the Cayenne launch, the Italian company is getting ready to enter a new era. Despite Lamborghini's quantum shift, Winkelmann acknowledges that the brand's identity as sports car producer is even better defined than before. "In the last 25 years, we have primarily manufactured super sports cars – even though our DNA includes GT cars and a vehicle like the LM002. At a certain point, the evolution towards a high-wheels vehicle became natural. The analysis of the growth segments has been enough to identify the right direction to follow," he says.

And it goes without saying that the SUV, which is currently under development, aims at being a true blue Lamborghini in terms of styling and performance. Lamborghini style head, Filippo Perini, and his team have worked hard to mould the Urus into another four-wheeled style icon. "It's tension and not fluidity which is the key element of our DNA. The angular, taut lines are meant to generate tension. Which means speed, agility, and dynamism," explains Alessandro Salvagnin, one of the team leaders.

Mechanically, the Urus renounces the carbon structure of the Aventador.

The contact patch will be remarkable, despite the fact that it uses the Audi Q7 platform – as part of VW's synergy strategy. The solar panels placed on the factory roof, meanwhile, have enabled Lamborghini to achieve the status of being a "CO2-free manufacturing company"



Synergies with the VW Group mean that the SUV will share the platform of the new Audi Q7. As you would expect, then, it's expected to be very comfortable for the family – despite a very aggressive stance and window line. The Urus will be available as both a four-seater and a five-seater. The synergies are expected to extend into the engine compartment as well, where the 4-litre Audi V8 is expected to do duty – with the top variant capable of generating 600 horsepower.

"We're trying to keep the aspirated engines as long as possible in the



In these images you can see the fragmented lines that generate such strong dynamic tension



Aventador and Huracan, but the SUV has got a social responsibility in terms of emissions," says Winkelmann, paving the way for turbo and hybrid plug-in power units.

When it's launched, the Urus will be the most affordable model in the Lamborghini family. But, with an expected price point somewhere between 170 and 200 thousand euros, it's still going to cost more than the top versions of the Porsche Cayenne. Sales targets are almost 3,000 vehicles per year. The volumes may be limited, but the company believes it's sufficient to impose a change of direction in the production process.

"One of our main goals is to showcase craftsmanship," explains Ranieri Niccoli, Director of Production, "which, in a way, we intend to preserve. The human element is going to remain crucial. However, the pattern of activities will be optimized. This means automatic sequence systems for the components, activation of the right tool for each operation required, etc. The whole structure will ensure a reduction of the time-cycle ratio (the time each worker spends on a vehicle) from 90 to 45 minutes. That's still a world away from a standard production cycle, where each worker has only one or two minutes to complete his or her task."

The plan doesn't provide for a paint shop. "We're still considering this option," Niccoli declares. This means that the SUV will be painted somewhere else. At present, Lamborghini has been awarded a CO2-free certificate for its plant – so at least in terms of production its supercars emit no carbon dioxide. Let's wait and see how long before one of their production cars follows the same philosophy…

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ROBBIE MADDISON'S PIPE DREAM

MADDO ALWAYS WINS

Not for nothing has motorcycle stuntman Robbie Madison been nicknamed 'Maddo'. The man who's performed one dangerous stunt after another, including a breath-taking one in the James Bond movie 'Skyfall,' has notched up another first – surfing on a bike in Tahiti!



words: **CHRISTIAN CAVACIUTI** | photography: **STEPHENS, MILAN, TAYLOR, MCKENNA, BLABAC / DC**

Once upon a time, there was Evel Knievel – the American stuntman who held a clutch of big records (including one for the highest number of broken bones). But times change, and records are meant to be broken. Robbie Madison started breaking records with his motorcycle long jumps – flying by bike beyond a football field (90 metres) and a dock (115 metres). He jumped up and down the Arc de Triomphe (not the one in Paris, but its copy in Las Vegas), while, in London, he crossed the Tower Bridge with a backflip on his bike, "or else it would have been too easy."

NO ONE LIKE HIM

But Maddo soon ran out of challenges of propelling his bike through the air. It was then that the 34-year-old Australian started focusing on his dream – to surf the biggest possible wave on a bike. On the face of it, the idea was prohibitive. So, it's no wonder that the project was named 'Pipe dream.' Maddo's seemingly outrageous plan underlined an insane challenge to push to inconceivable limits of what can be done while riding a bike.

But, in the end, everything paid off. The equipment used to make his KTM float and generate traction on water functioned so well that it allowed Maddo to complete his adrenaline-pumping experiment as he and his bike passed through a huge wave. The video, which immediately went viral, made headlines on TV as well. It you haven't watched it yet, then you must.

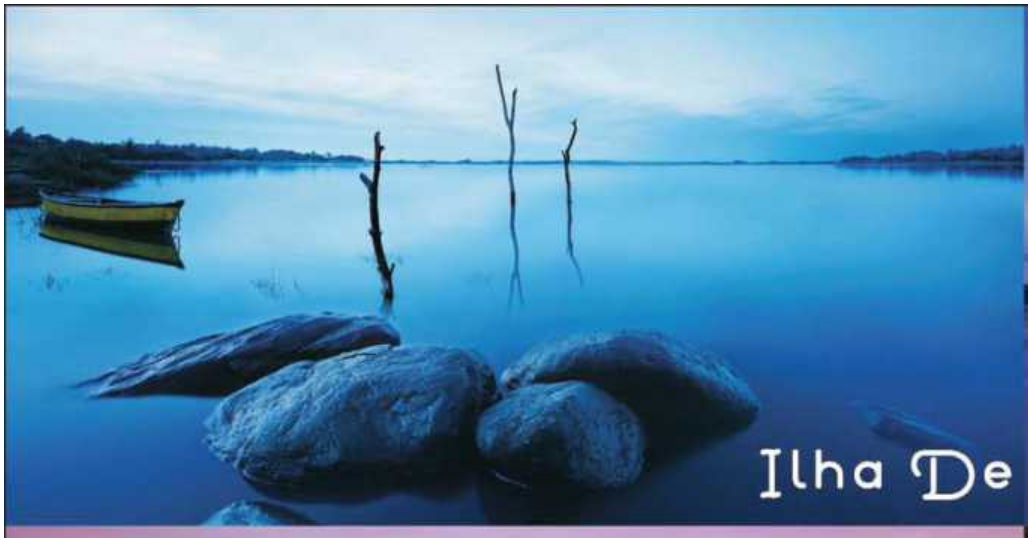
Stunning images of the Pipe Dream, which required three long years of training. The sponsorship by DC Shoes helped transform the KTM 250 SX of Maddo into a sort of an amphibian – thanks to side boards and a webbed rear tyre.





Pipe Dream was fulfilled in the summer of 2015 in Tahiti – a beautiful surfing paradise. On completion, this is what Maddo had to say: “What gives me more happiness is not to have achieved this record, but to have believed in myself to the extent that something almost impossible could be made possible.”



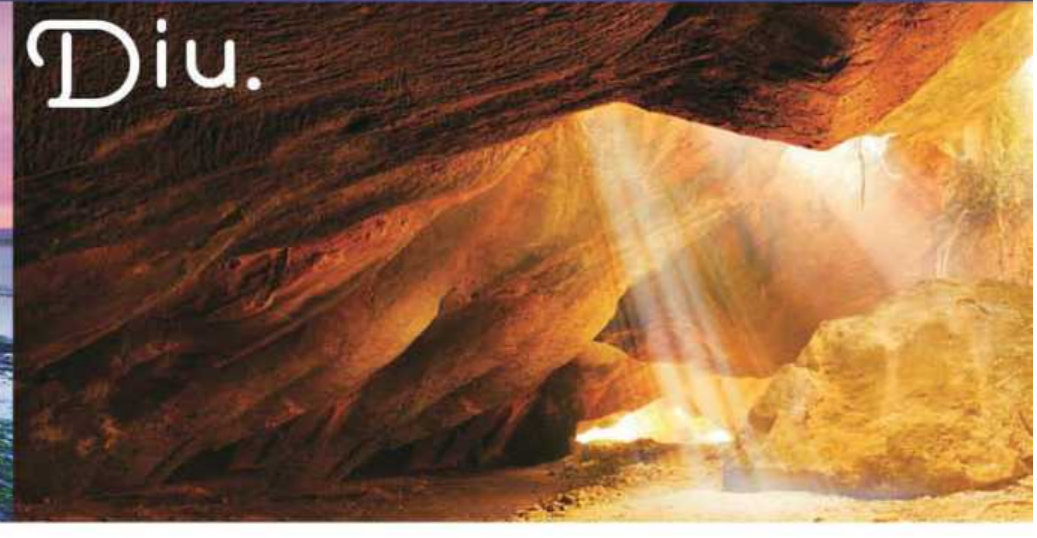




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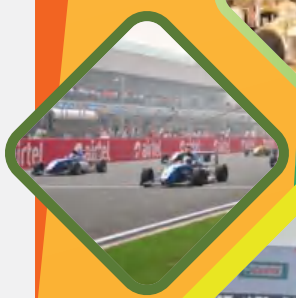
INDIA'S RACING ARENA















MANY OCCASIONS, ONE DESTINATION

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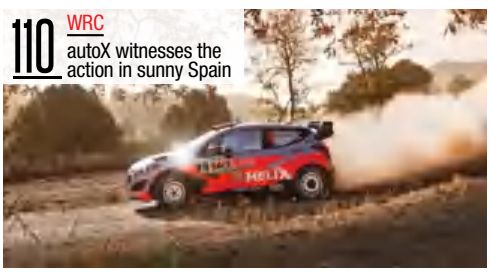
MOTORSPORT



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Mayhem and Lorenzo reigned supreme over the last two rounds



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autoX witnesses the action in sunny Spain



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The 18th edition starts its BIC leg

Mahindra Racing off to strong start



The Mahindra Racing Formula E team is off to a promising start in the second season of the FIA Formula E Championship. After opening its account with a podium in Beijing thanks to newcomer, Nick Heidfeld, the team recorded a double points finish at the Putrajaya ePrix with Bruno Senna fifth and Heidfeld in ninth place. The team's most visible change for the season was replacing Karun Chandhok with former F1 driver Heidfeld. Mahindra Racing now sits third in the teams' championship with 27 points, more than half the tally of its points haul from the previous season already. The team failed to score a podium last year, with a fourth place in the final race for Senna being its best performance and six points scoring finishes between its two drivers. They are already up to three points finishes for the season.

FF1600 champ gets Indy shootout spot

The 2016 MRF Formula Ford 1600 series champion will be sent for the Mazda Road to Indy shootout, the winner of which will receive a scholarship of ₹1.33 crore. The Road to Indy shootout runs cars based on Formula 2000 regulations, similar to the MRF Challenge. Besides the MRF FF 1600 category, support races will be held in the Formula LGB 1300, Indian Junior Touring Cars, Indian Touring Cars and Superstock classes. The promoters of the National Racing Championship have converted the Formula LGB 1300 into a rookie class, open to drivers below 25 years of age. The top performers in this series will be eligible for scholarship to the 2017 FF 1600 championship. Shootouts will also be held to pick drivers for seats in the FF1600 and LGB 1300 series this December at the Madras Motor Race Track at Sriperumbudur, Tamil Nadu.



New LGB F4 car in development



The car that currently runs in the JK Tyre supported LGB F4 series is due to be replaced by an updated model, according to JK Tyre Motorsport boss Sanjay Sharma and B Vijaykumar, who developed the existing machine. Aside from its odd looks, the current machine proved to be prone to many breakdowns ever since it was first used in 2013. The ungainly looks was primarily a function of the 1300cc, in-line four-cylinder engine being placed tranversely placed behind the driver. New bodywork is supposed to be a part of the updated package along with slick tyres. It has also been rumored that the new car may feature wings to create aerodynamic downforce. The LGB F4 series is touted by JK Tyre as the first step for racing drivers in India after they have competed in karting. However, JK Tyre prodigies like Arjun and Kush Maini have not bothered competing in the series.



Mahindra to race with Peugeot branding in Moto3

Keen to market its recent acquisition of a 51 percent stake in Peugeot Motorcycles, Mahindra will field two bikes in the Moto3 championship under its Mahindra Racing banner that will carry the branding of the French marque. After having withdrawn as a manufacturer team at the end of the 2014 season, Mahindra Racing has been supplying motorcycles to various racing teams and will follow the same model with the Peugeot branded machines. The German based Saxoprint Racing Team will be given charge of the machines with French and Scottish riders Alexis Masbou and John McPhee on board, respectively. The new Moto3 season is set to commence on March 20 in Qatar.

OPINION



by **JOE SAWARD**

Twitter: @joesaward



Joe feels that the FIA needs to stand up for and promote the technologically advanced power units being used in F1, or risk driving manufacturers away.

The last few days have not been a great time for Formula 1. The sport is ending what has been a long and tough season – and people are perhaps not at their best. They're quibbling over the rules, and the race in Interlagos was, sadly, rather dull and pretty much the same as the Mexican GP – where Lewis Hamilton shadowed Nico Rosberg all the way, but wasn't able to make a move. The teams are fighting over whether or not the sport should introduce a parallel engine regulation. This is stupid, and if it goes through will drive away manufacturers and reduce the attraction of the sport. Equivalency formulas are always open to abuse, and it would be fundamentally wrong for Red Bull to have a 2.2-litre twin-turbo engine that is able to beat the 1.6-litre hybrid turbos – on which such huge sums of money have been spent.

The FIA should stop this, because its strategy (a good one at that) was to make the sport relevant to the world. The federation completely wasted the opportunity to show the world just how brilliant these engines actually are, and, in the vacuum that was created as a result, Bernie Ecclestone and the supporters of show-business over technology were able to raise questions about noise and spectacle. The fact that the FIA has gone along with this is a clear indication of the weakness of the governing body – which has been very clear since the creation of the F1 Strategy Group.

With Mercedes and Ferrari supplying the majority of the teams, and Ferrari having a veto, the power of the FIA and the Formula One group has been neutered. It would be wise for both Mercedes and Ferrari to reduce the cost of the engines for their customers – to take the wind out of the sails of the push towards an alternative engine and an equivalency formula. And while it seems that Mercedes might be willing to compromise, Ferrari appears to be throwing its weight around instead. This seems to be largely due to the fact that Sergio Marchionne doesn't really understand much about the way F1 operates, and may eventually find himself walking into a proverbial bullet.

It doesn't help that FIA President Jean Todt's ambition to be a big star in the world of road safety led the sport into an awful mess in Brazil, because he didn't seem to understand that holding a minute of silence for road accident victims was not the right thing to do in the days after the horrendous attacks on Paris.

Most people in F1 were sensitive enough to strike the right note, with compassionate messages of condolence and support to the French nation and the families of those killed and injured in the attacks. Todt, however, unwisely saw an opportunity to promote his road safety agenda. He told French TV: "Do you realise that the number of people killed in road accidents is far bigger than the number of people who died in Paris yesterday." This may be true, but it was completely the wrong moment to make such a comparison, and the lack of any compassion instantly had the F1 community up in arms – not wanting to be associated with such crass and ill-timed views.

The FIA realised that a disastrous mistake had been made, and so hurried out a message saying: "The FIA and its 236 affiliated members in more than 140 countries globally share the grief of the families of the victims of the terrorist attacks which occurred in Paris." The FIA did express solidarity to those affected, but it was too little too late and Todt went on pushing for the one minute of silence for road accident victims until forced to rethink this move. Combining the two was a clumsy compromise, but it avoided F1 being seen as completely insensitive and uncaring.

Todt, however, came out of the affair with his credibility as a humanitarian in tatters. How can one campaign about road deaths, implying a deep-rooted sense of caring for humankind, and yet seem to offer no compassion for the victims of a vicious terrorist attack? The inevitable conclusion from Todt's bizarre behaviour is that humanitarianism is obviously not the motivation behind his activities! ax

Joe Saward has been covering Formula 1 full-time for 27 years. He has not missed a race since 1988.

It's a Wrap

Before the 2015 season came to a close, we witnessed Sebastien Ogier's error that handed teammate Andreas Mikkelsen his first WRC win in Rally Catalunya.

words: **ARUP DAS** | photography: **RED BULL CONTENT POOL**



It is hard to tell which way the pendulum swings in motorsport sometimes. Many factors come into play regardless of the discipline but Volkswagen's dominance of the FIA World Rally Championship has become predictable. Hyundai has committed a lot in their quest to topple the Germans but the going has not been easy for their current generation i20. While the new car continues its development, Polo WRC has been the class of the field as was apparent in Andreas Mikkelsen and Sebastien Ogier taking wins in the last two rounds of 2015 in Spain and Wales, respectively. We went to the former to witness one VW driver pick up the slack after another faltered.





CHAT WITH THIERRY NEUVILLE

How competitive will the new Hyundai i20 be against the Polo?
It is a complete new car with a new chassis and better weight distribution. The aim is to stay as close as possible, if not do better than the Volkswagen Polo R.

Do you prefer gravel or tarmac racing conditions?
Tarmac, but in Spain it's only one day of gravel, so it's not a problem. Major hurdle will be for the mechanics for setting up the cars for two different conditions — suspension, brakes and gear ratios.

Why will you race for the second Hyundai WRC team in Wales Rally?
This decision was taken to prep me up for 2016 and regain my confidence. This will allow me to get my pace back and enter the winter period in the perfect mindset.

SPANISH EXPOSURE

As we all know that World Rally Championship is all about racing against time and we ourselves got a taste of this, in our own way, as we fought against the clock to get our visa on time and attend Rally Catalunya. As dramatic as all this may sound, we ultimately didn't get the Schengen visa on time, but our hosts, Hyundai, didn't take no for an answer and booked us on the next day's flight and thankfully by then we had our passport with visa stamped on it and we were on our way to Barcelona.

After 12 hours of flying, including a quick flight change in Dubai, I finally reached the capital of Catalonia only to find out my luggage was still in Dubai. With assurances given that it will reach the hotel at night, I rushed to the street stage. Thierry Neuville gave Hyundai fans a reason to cheer as he clocked the fastest time around the 3.2 kilometre asphalt course, but before the day came to an end, 2015 world champion, Sebastien Ogier burst Neuville's bubble and clocked a faster time. Still it wasn't a bad result for the Belgian, who finished second ahead of Volkswagen's Andreas Mikkelsen. As the sun began set behind Palau Nacional, the national museum, all the cars began to head to the service park. This was our cue to call it a day and head to the hotel, with a hope that my luggage arrives tonight, which thankfully was there.

Rally Catalunya is one unique race as the drivers first combat on gravel and then switch to asphalt. So managing tyres is even more important. It was refreshing to see Mads Ostberg's Citroen DS3 charging down the gravel on day 1 and even winning a stage. But call it bad luck or fate, a slow puncture marred his run as he dropped 28 precious seconds

The world champion, on the other hand was slow off the blocks and was trailing behind team mate Jari-Matti Latvala and M-Sport's Ott Tanak. But at Terra Alta stage, which included both gravel and asphalt, Ogier clocked the fastest time and took the overall lead. Unfortunately, team













mate Mikkelsen was struggling to find his rhythm on the gravel track and finished sixth. Like Ogier, at Terra Alta stage he put the pedal to the metal and made some serious ground. The local favourite, Hyundai's Dani Sordo, was using all his experience and wits as he finished fourth.

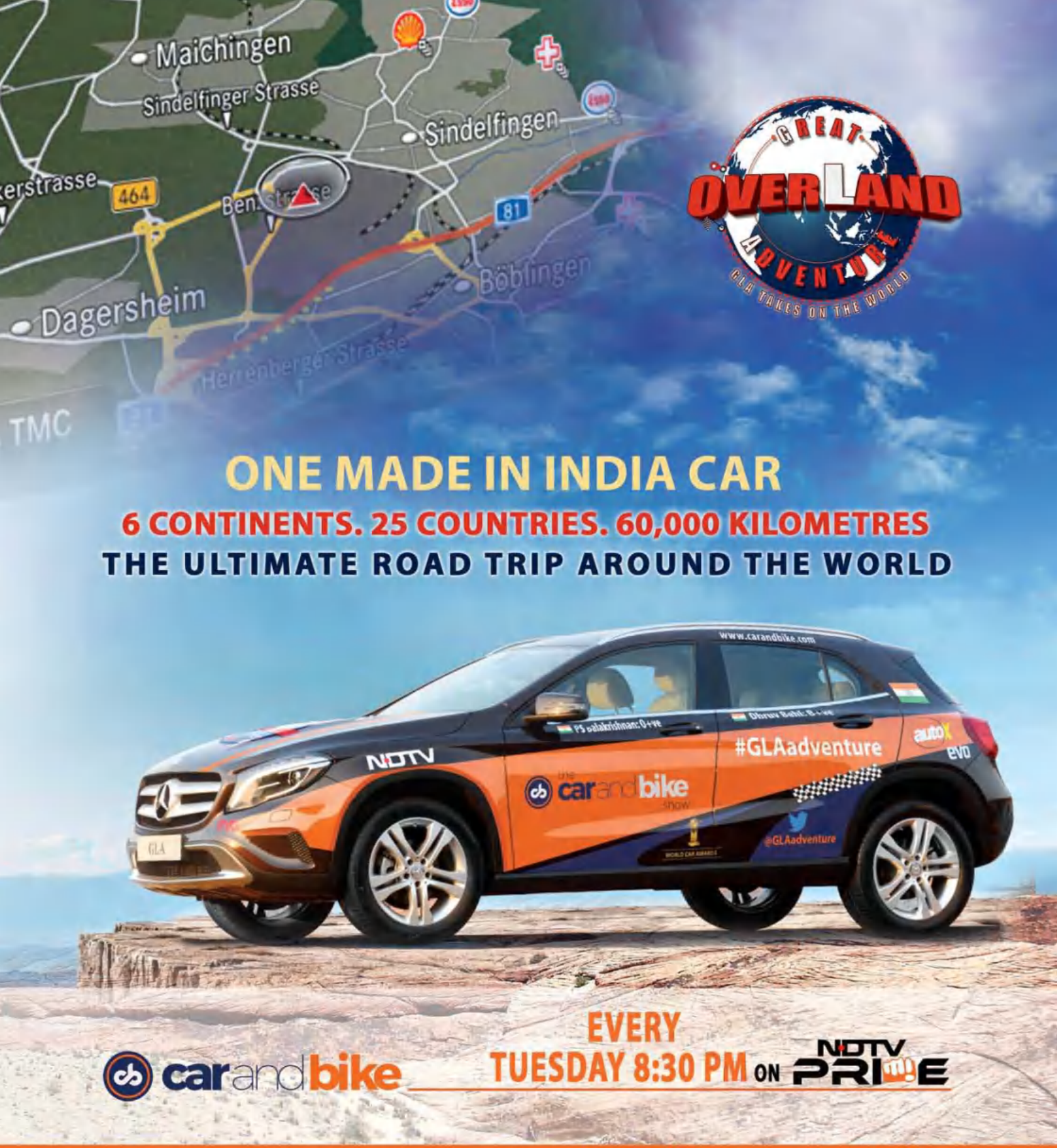
It was the same old script on Day 2 with Volkswagen in control of the race. With Ogier "Far from the madding crowd", it wasn't all smooth sailing for Latavala as he first suffered brakes problem and then later hit a rock and damaged a rim. With Tanak crashing out and Latavala's bad luck, Sordo was in second place. Could this be the upset the fans were hoping for? Sadly no, as Latavala consistently clocked three fastest times which helped him retain his second spot. His Norwegian team mate comfortable in asphalt conditions and there was nothing Sordo could do but see Mikkelsen pass him and finish third.

It was business as usual for Ogier on day 3 as he maintained his overnight lead over Latvala, and continued to clock fast time in three different stages. It looked like the Frenchman was all set to take the crown, but unfortunately, Ogier crashed into a roadside railing just 4km away from the finish line.

With an intense fight for second position brewing between Latvala and Mikkelsen, the Finn saw the gap reduce from 2.9s to 0.9s. Mikkelsen drove the first two stages like a man possessed as he won both the stages. Latvala's safe option of carrying an extra spare wheel was also back firing as he could feel considerable understeer and ended up battling with his car. Mikkelsen won four stages from six, which meant he finished ahead of the Finn. But with Ogier's unexpected error, the 26-year-old Norwegian was in the driving seat and won his first WRC rally. With patience, skill, speed and a bit of luck, it was quite evident Mikkelsen is the future world champion in the making. He is not the youngest to win a WRC rally as that honour goes to Latavala, who won Sweden in 2008 at 22 years of age. But what Mikkelsen offers is not just a world class talent but also a mature head, which should result in a lot more victories in the future.

After the win, Mikkelsen was left dazed as he said, "I still can't believe this has happened! It was a great ending for me. It's been a long ride. It feels like the weight has gone from my shoulders. Now I've done it, it should be easier to do it again."

With all the pomp and celebration, one couldn't overlook Sordo's achievement as well as he finished third and quite frankly he was one of the most consistent driver in the entire rally. We sign off here by congratulating Mikkelsen, tipping our hat to Latvala for being the ever competitive team mate and Sordo for keeping the Spanish flag soaring high. aX



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Lauding Lorenzo



Jorge Lorenzo emerged as a worthy three-time MotoGP world champion, besting Yamaha teammate Valentino Rossi in a season that will go down in the history books as a classic.

photography: **BRIDGESTONE MOTORSPORT MEDIA AND YAMAHA RACING**

The 2015 MotoGP season culminated in controversial circumstances with Valentino Rossi accusing Honda's Marc Marquez of 'acting as a bodyguard' to title rival Jorge Lorenzo at the Valencia Grand Prix. Rossi was of the opinion that Marquez deliberately didn't pass eventual race winner Lorenzo, despite running within close proximity of his countrymen for multiple laps.

However, such allegations, which received full support from Italian's dissuaded fans, are far-fetched from reality. Marquez could have simply maintained a gap over Lorenzo, making it appear that his Honda wasn't a match to the Yamaha at the Spanish venue. Alternatively, he could have let Pedrosa through and allowed him to chase Lorenzo, for second place would have been enough for the 28 year old to clinch the title.

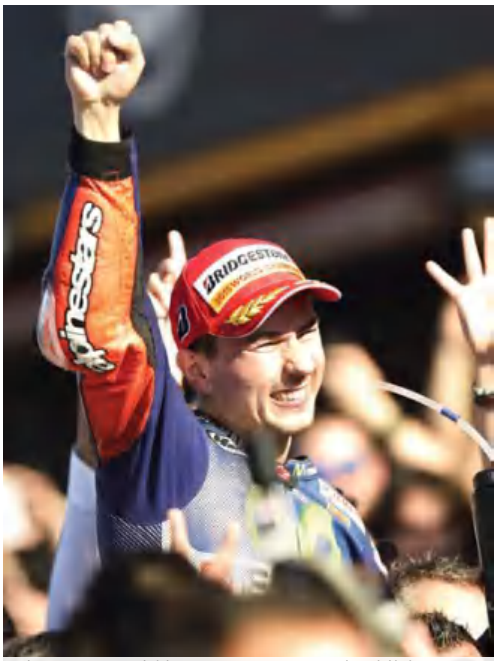
Instead of making false allegations, Rossi should look at where the championship slipped away from him - for he led the standings for majority of the year. After showing remarkable consistency during the three quarters of the year, which included a string of 12 podium finishes, Rossi endured a patchy final part of the season. At San Marino, for instance, the Italian failed to capitalise on Lorenzo's retirement, making a late decision to switch to the dry weather-bike. Instead of finishing on the podium, he crossed the line in fifth place.

Likewise, in Valencia, he was not quick enough when it mattered. After charging through the field from back of the grid and moving up to fourth place by lap 13 , Rossi failed to match the pace of top three runners, led by none other than Lorenzo. In fact, the seven-time MotoGP world champion lost over six seconds to the leading pack over the rest of the race.

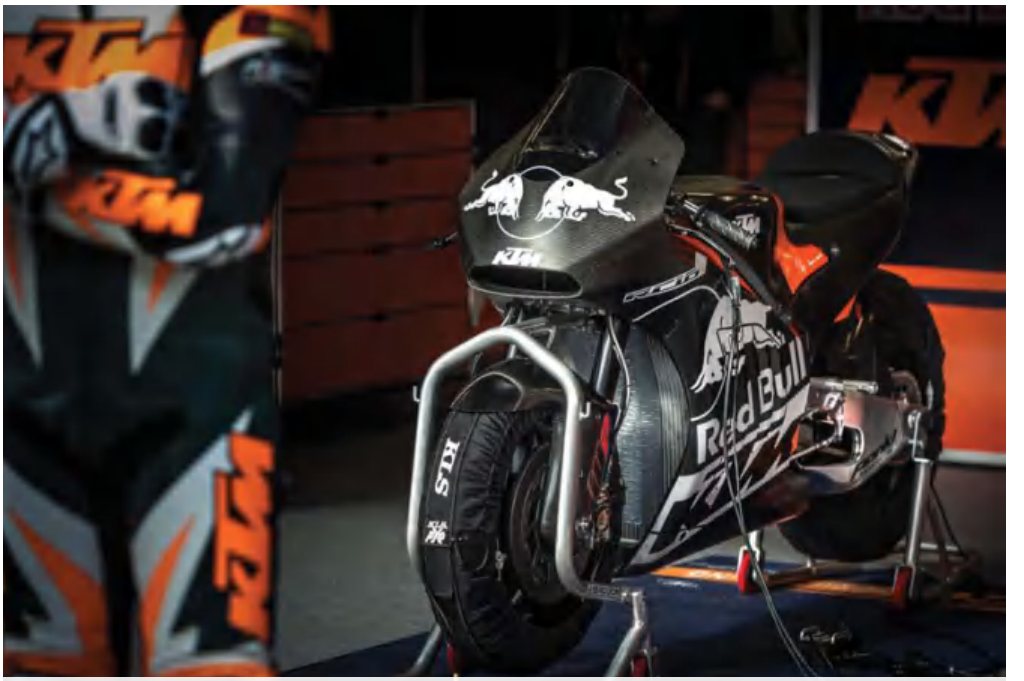
That said, sub-par results during the last few races of the year shouldn't take anything away from what Rossi has managed at the age of 36. From the very first race in Qatar, it was clear that Rossi is going to come one step closer to become, arguably, the greatest MotoGP rider of all time. But, it seems, it might take a few years more for pundits to unanimously hand him that accolade.

Lorenzo - a worthy winner

In the midst of the controversy surrounding Rossi and Marquez, the focus shifted away from the man who came on top by a handy



Lorenzo would be one person mostly oblivious to the bickering in the wake of his title win



Away from the competition, KTM continued to develop their MotoGP machine ahead of their 2017 debut







Dani Pedrosa's win in Sepang and late charge in Valencia has neutral supporters rooting for him for 2016

margin of five points. However, there's no second opinion that, over the course of the year, Lorenzo was simply the better rider, albeit by a small margin. The Spaniard beat a resurgent Rossi fair and square and deserves to be praised for his achievements.

After playing second fiddle to Rossi during the first three races of the year, Lorenzo rose to prominence by winning four races on a trot, which laid the foundation for his third title in the premier class of motorcycle racing. In all, he won six races this season, as compared to four for Rossi. Hence, it's only apt that the two riders should be compared over the course of the year, and not just by the events of a race or two.

Michelin Move

2016 will see Michelin become the official tyre supplier of MotoGP, following Bridgestone's withdrawal from the sport. As part of the switch, the wheel size will increase marginally from 16.5 inches to 17 inches next season. Another major change will come in form of a standard ECU, managed by Dorna and developed by Magneti Marelli in co-operation with the manufacturers.

Both the changes have the potential to shake-up the grid as teams get accustomed to the new regulation and rubber. But Yamaha and Honda are likely are remain at the front of the pack, given their financial and technical resources. Not to forget the quality of riders they employ. ax

POWERING TO THE FRONT

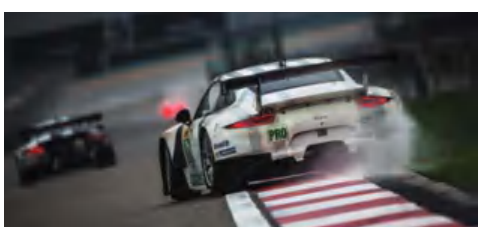


In only the second year of their return, Porsche has added the Le Mans and WEC title double to their rich history. But now it faces an uphill task to stay at the front of the pecking order.

photography: **ADRENAL MEDIA/FIA WEC**

Whenever a manufacturer announces a return to the sport it has dominated during its glory days, expectations reach the stratosphere. More often than not, such high standards are hardly met.

But the 'homecoming' of Porsche into the premier class of World Endurance Championship (WEC) seems to be one anomaly. Right from the very beginning, Porsche were fighting for podiums and race wins.





In April 2014, the #20 trio of headline driver Mark Webber and teammates Brendon Hartley and Timo Bernhard secured a podium finish on 919 Hybrid's debut. Several other rostrum appearances followed that season, culminating with a maiden win for the Weissach-based squad in Brazil.

But what followed in 2015 truly underlines what Porsche has achieved in such short span of time. The team's third entry led home a one-two finish at Le Mans, marking their first win at the historic event since 1998. Porsche's regular drivers carried on the form for the rest of the year, with the #17

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car winning four races in a trot to seal the constructors' title - first in nearly three decades for the popular sportscar brand - with one round still to spare.

Unlike some of their previous world championships, this one came against two formidable rivals in form of Audi and Toyota. Both have been racing in WEC since the inception of the series in 2012. As such, they are well versed with the complex hybrid technologies that form the heart of the LMP1 regulations.

Moreover, Audi has dominated the sportscar racing scene since the turn of the century, and continued to give Porsche a run for his money with regular updates to the R18 e-tron quattro.

Perhaps, a comparison with Toyota gives a better perspective of the leapways Porsche made over the winter to emerge as the distant frontrunner in 2015. The Japanese manufacturer won the previous year's WEC title, with five victories in eighth races. This



A manufacturer's crown complimented Porsche's success at the WEC's blue riband event at Le Mans



Signatech Alpine broke KCMG and G-Drive's stranglehold over the LMP2 season



Ferrari came second to Porsche in the GTE Pro class as the 458 enters its racing twilight



The #17 car was yet again the Porsche team's instrument in their quest to beat Audi

year, they are seen running several laps behind their German rivals, even when they are not affected by technical gremlins.

In the light of such cut-throat competition, Porsche has quite remarkably clinched Le Mans and the WEC title in only the second year of their programme.

Drivers' title to be decided

By the time the December issue of *AutoX* goes to press, the drivers' championship would have also been settled. Webber/Hartley/Benhard head into the Bahrain finale as the favourites. 2016 will be the last year for the current LMP1 current regulations, with teams given a new rule book for the year after. However, that doesn't seem to be a deterrent for Toyota to introduce an all new car for 2016. An increased budget will further aid their recovery. Audi, too, has vowed to fight back with a heavily revised version of their R18 e-tron quattro, featuring increased electrical power. Porsche, therefore, can't afford to rest on its laurels. For a single winning year isn't enough for their return to be labelled as a success. Whatever the case might be, the stage is set for a three-way battle for Le Mans honours in 2016 – the perfect advertorial for the burgeoning WEC.

Ever since the demise of the World Sportscar Championship in 1993, a hole has been left on the international motorsport calendar. Several endurance racing series have emerged since then, but none has been as successful or popular as the WEC.

Organisers ACO (Automobile Club of the West), along with motorsport's governing body FIA, have successfully woven a championship around Le Mans, with cutting-edge hybrid technology being one of the luring factors for the manufacturers. aX

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VENTURING FORTH

One made his car racing debut while the other took a big leap of faith – but both Jehan Daruvala and Arjun Maini have something tangible to build on for 2016.

words: **VINAYAK PANDE**

Before one says anything about Jehan Daruvala's debut season in car racing and Arjun Maini's jump into European Formula 3's top championship, one has to create a little bit of perspectivd. The two are just 17-years-old (Maini will be 18 before the year is out) and have taken steps in karting and junior formulae that those that came before them could not have thought possible. Neither Karun Chandhok or Narain Karthikeyan had any karting experience and the latter recalls how his first foray into racing in Europe left him counting the costs he would have to incur if he caused any damage to his car.

With backing from their families as well as those involved in motorsport, Daruvala



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The uncertainty over Force India's F1 future should have no affect on Daruvala's for the time being



Maini had one bright spot at the Pau street circuit in European F3 in a difficult first season

and Maini were able to take their first steps in recognized series like Formula Renault 2.0 North European Cup (NEC) and the FIA Formula 3 European Championship, respectively.

They had their highs and lows and on closer inspection some positive results came with a caveat while the low points revealed lessons to be learned as well.

'Force' for India

In the case of Sahara Force India Formula 1 supported Daruvala, his race starts seemed to be a problem throughout the season and cost him against a strong field of drivers who didn't hesitate to put pressure on him. The Mumbai native was also unable to put cross getting a win off his debut season checklist, coming close at the Nurburgring this year but losing out to another rookie, Max Defourny, who was the only driver out of the 13 other series debutants to finish higher in the points standings this year. Technically Defourny has a season of car racing under his belt, in Formula Renault 1.6 NEC, but is the same age as Daruvala. And to many outsiders and prospective talent spotters, it just comes down to the comparison between two drivers' ages and their results.

Daruvala still has time on his side and is prepared to work on his weaknesses and will be going up a notch by competing in the more competitive Formula Renault 2.0 Eurocup next year. His ties with Force India also help him get a fair bit of publicity and support although the nature of support he gets still puts a lot of onus on his own ability to stay active in racing. Something that should help him should there be the rumored change to the team's name to Aston Martin Racing, and the resulting uncertainty that comes with it.

It is not something that Daruvala has to concern himself with too much as his focus would be more on preparing for the Eurocup along with getting test sessions like the one where he tested a far more powerful and agile Formula Renault 3.5 machine.

The matter with Maini

Daruvala's FR 3.5 testing, however, is nothing like the leap into the unknown that Arjun Maini took when he decided to move straight from competing in BRDC F4

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last year to FIA F3 this season. Formula 3 racing at the highest level once used to be considered last step before racing in Formula 1, before the waters were muddied by GP2, GP3 and a ton of other series. Even without the drastic example of Max Verstappen's graduation from it to F1, there are enough that still believe that the highest level of F3 prepares a driver for the highest level unlike any junior series. Factors like finding the right car setup, creating a good equation with the engineers, testing etc. can make the difference between consistent top three finishes and the midfield.

While the latter was where Maini spent most of his time this year, it was not necessarily a true reflection of his potential. By his father, Gautam's admission, racing with the Van Amersfoort team – where Verstappen had also raced – was an irreristible lure that made Maini go into F3 unprepared and without having tested, which left him unable to work well with engineers and impose his will enough to get his car set up the way he wanted.

At the final round of this year's National Karting Championship in Maini's hometown of Bengaluru, Gautam told *autoX* that he was trying to get his older son to not "beat himself up so much" and try to have things in the team as he liked. This ideal situation was a contrast to the way the team set both their cars to suit the driving style of one of their drivers, expecting Maini to emulate him.

It is an unrealistic expectation given how drivers need to be forceful but at such a tender age, there is still thankfully time to make amends and come back fighting. Fingers crossed for both drivers in 2016. aX



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Bikers Blossom

The Superbike Cup is proving to be a popular addition to JK Tyre's motorsport stable, with the potential to attract plenty of participants. And maybe even manufacturers!

words & photography: **VINAYAK PANDE**

The main draw of the JK Tyre's motorsport program over the course of its 18 seasons has been the development series in racing and karting in which India's best known racing prospects got their careers started.

Whether one always agrees with the methods and machines that race under the JK Tyre banner, one cannot deny the fact that Narain Karthikeyan, Karun Chandhok, Armaan Ebrahim, Aditya Patel and now recently Jehan Daruvala and Arjun Maini have all had some involvement with the company in some way or another in their formative years, and even beyond.

But when it comes to the matter of providing pure entertainment value, development series can get a little hard to follow for those outside the hardcore motorsport fanbase. Such as the thousands of spectators that JK Tyre, along with its partner Volkswagen Motorsport try to rope into coming to the Buddh International Circuit through the distribution of passes via their dealer networks. Invariably the biggest cheers at such events come during the VW Polo stunt show where the crowd in the main grandstand get to watch drivers fooling around and having fun.

A DASH OF FUN

But what if you could add a bit of racing to the mix where the focus is more on passionate racers having fun and fighting for position? That is where the Superbike Cup seems to have fit in since last year. The sight of the fastest and most powerful road-legal sports bikes available in the country racing each other has given those in attendance something to get invested in on a more visceral level than arguably the more marketing oriented Volkswagen Vento Cup and the development focused JK Racing India Series and LGB F4.

One can make the comparison to popular superbike and touring car series and championships in other parts of the world where the crowds come to see road legal machinery race each other hard. Owing to its popularity, Triumph seems to have

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Akhil Rabindra's (left) dominance of the JK Racing India Series is a distant memory as he scraps for places outside of the podium







Most of the Vento Cup grid would have rather been in the new safety car on a day when Anandith Reddy won





Rohit Khanna (right) of Delhi won in LGB F4 as the existing car is set to be replaced for next year

gotten on-board as its Daytona 675Rs fill up the entire grid in the 600cc category for the JK Superbike Cup.

MANUFACTURER DRAW

Hopefully other manufacturers will also be willing to back eager riders so that both the 600 and 1,000cc categories can get some factory backing and prevent the formation of anything resembling one-make racing. We have enough of those, to be perfectly honest.

Of course, as a sickening looking crash in one of the races showed, pure amateure zeal, should not stand in the way of safety and rider selection. Being eager to race on two wheels with well over 100bhp at your command is no good if you end up as road kill. aX



Ananth Shanmugam was the most consistent FB02 driver along with Vishnu Prasad

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Soul Searching



The MRF Challenge is trying to balance its role as a destination for junior racing drivers to stay sharp over the winter and providing exposure to local talent.

After having gone through a bit of an identity crisis in its second and third seasons, MRF Tyre's much trumpeted circuit racing initiative, the MRF Challenge seems to be trying to strike a balance. That being providing a way for racers in European and American based junior formulae to stay active during what is a winter downtime for them and also giving more opportunities for Indian drivers to try their hand at the most advanced Indian racing championship.

Of course, due to tensions between Indian circuit racings two most visible camps the representation is skewed towards those who have raced in MRF and Madras Motors Sport Club sponsored series. But rather than go into all that, it is definitely heartening to see Tarun Reddy being joined in the MRF Challenge by reigning Formula Ford 1600 champion Karthik Tharani and also Arjun Narendran.



Tarun Reddy's experience racing in Britain helped him get on the podium in Abu Dhabi against an international grid





To MRF's credit, both the machinery and pick of venue available to drivers is world class



The latter two drivers' progression is clearly on a different curve than Reddy's, who got to the podium and was again in the top three in the opening round in Abu Dhabi. However, the important thing is that drivers can expect such rewards for doing well at home. And while it does strike one as odd that the MRF Challenge doesn't race at the Buddh International Circuit and has just one round in India there are some advantages to a young racer for tagging along for the ride.

Racing in Abu Dhabi as well as in a support race capacity to the FIA World Endurance Championship in Bahrain does offer the potential for building contacts and seeing what else international motorsport have to offer outside of Formula 1, which attracts so many racers like a night light attracts insects.

Sportscar racing in the GT classes and even LMP2 is something that drivers from India can shoot for should they venture far enough up the ladder of junior formulae in Europe one day.

Being exposed to it in the flesh and getting the chance to interact with those that make it happen is akin to a field trip for students in their area of concentration. It is a shame that it is not a readily available option to a much wider range of drivers in India but that is hopefully something the people pulling the strings behind the scenes can come to an agreement on. After all, it is in both their interests that they can claim to have a joint stake in Indian circuit racing's future. aX



Arjun Narendran and MRF FF1600 champ Karthik Tharani were among the participants



Nobuhiro Matsushita is looking like a good bet for the 2015/16 MRF Challenge crown

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YAMAHA FZ-S

TATA NANO

MARUTI SUZUKI BALENO

RENAULT DUSTER

MARUTI SUZUKI S-CROSS

INSIDE STUFF

words: **ARUP DAS**

LOGBOOK

When it came: August 2015
Current odo reading: 4,900kms
Mileage this month: 865kms
Fuel efficiency: 15km/l
Faults: None
What's good: Spacious cabin, supportive seats
What's not: Rear air conditioner vents

What do you end up doing the most during the festive season, especially during Diwali? Sit in traffic, lose your cool regularly, and curse unruly, law breaking drivers! Sometimes I wonder, what is there to love about this time of year? Well, love it or hate it, you can't escape snail's pace traffic movement. And if you have to go to the market for some work, finding a vacant parking slot is like a treasure hunt. I know I've started this long-term report on a negative note, but I'm just voicing what everyone is thinking.

This is the time when you realise how important a car's cabin is, and you start noticing how good or bad the interiors are. With so much time at hand, I realised just how spacious the cabin of the S-Cross is. It provides so much breathing space that it really does have a calming effect. Now, I'm not saying you'll attain a state of 'Zen,' but at least you won't feel like the walls are closing in. Shoulder room, especially, was something I was impressed with.

The festive season also means friends or family tag along with you to buy Diwali gifts or sweets. So every time I ventured out, the S-Cross was packed with four adults, including yours truly. As the traffic got worse, every passing day, we all ended up spending more time together in the S-Cross. I was getting a bit tired of driving in stop-start traffic, and so I decided to sit in the back. To my surprise, the rear seats are well cushioned, the seat squab is not flat like most vehicles in this segment, and it even has side contours that provide additional support. To add more comfort, the rear bench also reclines, so one couldn't really ask for more.

My only complaint was that the S-Cross doesn't come with rear air conditioner vents. But, apart from this, the S-Cross is one comfortable and spacious vehicle. Also, as you all must have noticed our long term S-Cross is blue instead of the brown this month. Well, we always liked the blue, and when it was available Maruti was kind enough to send us one. So, here's to living with this one… now if only we could get the traffic to improve just a little! aX

MARUTI SUZUKI S-CROSS



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RENAULT DUSTER

SQUEAKY CLEAN

words: **ISHAN RAGHAVA**

The Duster was the first success story for Renault in the Indian market. In fact, it would be fair to say that it was the Duster that established the French manufacturer as a brand to be reckoned with in India. When it went on sale, the SUV segment was still in a nascent stage – and the arrival of the Duster really sparked a boom in its segment. However, the increasing demands of the customer means that, unlike in its heyday, the Duster now faces intense competition from newer products. On the whole, the Duster is still a great product – and, in its AWD form, it offers off-road ability that none of its rivals do. Ultimately, it feels like a simple, back-to-basics product – which doesn't pretend to be anything it isn't

However, with the newer products focusing on luxury and creature comforts, the Duster doesn't seem quite as attractive anymore. This makes me think that the time is ripe for the manufacturer to bring out an updated, face-lifted version that needs to focus on three core areas – interior material quality, standard equipment count, and NVH. These are the basic areas where the Duster needs attention today, as the game has clearly moved on compared to when it was launched a few years ago. If done well, these changes could easily be enough to entice customers back to what is still the most rugged SUV in its segment.

As for the car I'm driving, it is chugging along effortlessly. And after my rant about the missing windscreen washer nozzles, the folks at Renault were kind enough to have the car brought in for a look – and have the nozzles fitted, which helps me in keeping the windscreen clean. The rest of the car behaves impeccably, as always. I might sound like a broken record, but the ride and handling of the Duster are still the best in its segment – and this makes long journeys a real pleasure. Now, if only Renault could sort out the last major bugbear of the Duster – the steering kickback – then I'd have almost nothing to complain about! ax

LOGBOOK

When it came: August 2015
Current odo reading: 11,380kms
Mileage this month: 2,228kms
Fuel efficiency: 12.5km/l
Faults: None
What's good: Great balance of ride and handling
What's not: Needs better refinement










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MARUTI SUZUKI BALENO

LIVING WITH THE BEST

words: **KAPIL VASHIST**

Start of term

LOGBOOK

When it came: November 2015
Current odo reading: 6,850kms
Mileage this month: 160kms
Fuel efficiency: 13.2km/l
Faults: None
What's good: Suspension, infotainment system
What's not: Steering doesn't adjust for reach

Last month, we conducted our annual, mega track-test at the BIC to decide on which are the best cars and bikes of 2015. In this issue, you might have seen that the Maruti Suzuki Baleno was one of the winners of our 'Best of 2015' award – and so it's with great excitement that we add a brand new Baleno to the AutoX garage. The Baleno really is a great car, and we've had high-praise for it every time we've gotten to drive it. But, now that we've got the car for a long period of time we can see if the Baleno really lives up to its initial promise.

So far, it's been great to drive – and the local commute back and forth from home to office has been very enjoyable in the Baleno. The overall quality of the car is very good – not just the build quality, but the cabin is also very comfortable. It looks and feels good. The fit-and-finish of the dash, the ergonomics, and, of course, the awesome infotainment system with Apple CarPlay really makes your driving experience enjoyable.

The overall comfort for all passengers is also very good, and when I'm alone and stuck in traffic, I'm fairly relaxed thanks to the well-insulated cabin. There's a lot of head-room as well, which is a good thing – and there's also plenty of storage space in the boot. Overall, the car is very spacious and inviting on the inside. On the outside too, the car certainly attracts a lot of attention and turns a lot of heads!

We have the petrol variant with us, and it gets the 1,197cc engine with 84bhp and 114Nm of torque. The power rating is quite decent on paper, but after driving it for a couple of days now, it does seem to be a little underpowered in the mid-range – which is when its diesel equivalent would offer a nice little punch. The car we drove at the track for last month's test was a diesel, and it certainly felt a lot punchier in the mid-range. With that said, the petrol motor is extremely free revving and smooth – so you don't mind reaching for the redline if need be. But, apart from that, the overall driving experience of the petrol Baleno is extremely good because the ride quality and handling are brilliant. The suspension setup is perfect for Indian road conditions, and it can take on bumpy roads without tossing you around in the cabin. The brakes also work very well when needed.

As a total package, so far the Baleno has been very good to drive on a daily basis. It might not be very quick off the line, but it still drives remarkably well and is very comfortable. We've done only 160 kilometers this month, but we hope to cover more distance and give you some more feedback next time. AX

MIXED FEELINGS

words: **ABHISHEK CHALIHA**

LOGBOOK

When it came: October 2015
Current odo reading: 3,386kms
Mileage this month: 338kms
Fuel efficiency: 12.5 km/l
Faults: Windshield washer not working, USB port has become iffy
What's good: Light steering in traffic, convenience of an automatic
What's not: Jerky throttle response, squishy brake pedal

Having driven the Nano around for the past couple of weeks, I've got mixed feelings.

Let's begin with the things that I like about this Nano AT. One of my flat-mates is 5-foot-10-inches in height. One night he had to be helped home, and when he got in the Nano his exact words were – ''Whoa, there's so much space in here!'' The guy thought he was under the influence and imagining stuff, but he was absolutely right about the space. His feet could barely touch the firewall ahead of him. The Nano is absolutely tiny on the outside, yet the way Tata has managed to carve out this much space in the cabin is astounding.

Another thing that impressed me was that the Nano may have only a tiny twin-pot 624cc petrol engine, but the air conditioning system is extremely effective. And with the autumn having set in, it gets chilly in the cabin and you have to dial up the temperature – and even use the heater during late night drives.

As mentioned in our last month's report, the Nano AMT is just so convenient to drive. It's an automatic, so it's a hassle free drive in traffic. The creep function of the gearbox helps too. Although, as speeds rise stop-start traffic can be a bit stressful as you need to apply quite a bit of pressure on the brake pedal to get the car to stop.

I understand that this is a commuter car, and affordability provides for limited performance, but the surprising thing is that it's not particularly efficient. I got 12.5 km/l in the city, which is certainly less than I was expecting. Gear changes are quite jerky too from the AMT unit, and this does become annoying at the end of a long and tiring day. There's no interior day / night mirror, so driving at night can give you a bit of a headache too!

So, while space is great, and Tata has worked on improving overall comfort and convenience, there are still a few niggles that need to be worked on. ax

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THE SWEETEST RIDE

words: **JARED SOLOMON**



YAMAHA FZ-S

End of term

LOGBOOK

When it came: September 2014
Current odo reading: 6,850kms
Mileage this month: 445kms
Fuel efficiency: 35km/l
Faults: Self-Starter problems
What's good: Practicality, comfort and design
What's not: Underpowered on the highway

It's now been over a year since we got the Yamaha FZ-S Version 2.0, and it's been a phenomenal ride to have. Unfortunately, this will be our last long-term report of a bike that we've come to love so much. The FZ-S has been a fantastic urban bike, and proves to be one of the most stylish and comfortable sports commuter you can buy today.

The only purpose of this bike has been to shuttle me back-and-forth to work, and run the occasional daily errand. In the 14 months that I've had the bike, it's been my number one choice of transport, no matter the weather conditions – unless it was really raining hard. What really impressed me the most about the FZ-S is the fact that it's really comfortable, and I can't stress on this point enough. For someone who's well over 6-feet tall and weighs 120 kilograms, there are only a handful of bikes, across segments, that I've found to be really comfortable – and the FZ-S is one of them. For a 150cc, the riding position, the seat, and the ergonomics are brilliant. It makes riding extra fun, and I don't feel uncomfortable when riding through heavy traffic.

It's a light bike, so it's easy to maneuver and the suspension setup is perfect for almost all road conditions. The engine is also very refined, and there are no excessive vibrations. The build quality is also top notch, and nothing has come loose or fallen out of place. When it comes to city riding, there's really nothing I can say against the bike. And to add another compliment, it's the best looking bike in the 150cc category.

When it comes to highway riding, yes the bike is underpowered. So, it's not much fun to have the throttle clenched all the way down while you just about manage to touch 105km/h. However, for the city it really is good. But this is perhaps the one reason I kept procrastinating whenever I wanted to take the bike out for a long trip. Nonetheless, I'm sure it could have taken me anywhere without a problem. We even took the bike to our off-road testing grounds, and I had some fun riding in the rough stuff there.

The only problems throughout the year have been that the tyres don't have good grip in the wet, and the self-starter has had some issues. But there's been no major, or minor, mechanical problem – and not once did I have to visit the mechanic in the last 14 months.

I will surely miss the FZ-S, and I can honestly say that I've become attached to it. I might even ask Yamaha if I can keep it a little while longer. Let's hope they agree… ax

Xite

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WE GET OUR HANDS ON HALO 5: GUARDIANS AND REVIEW A PAIR OF BLUETOOTH-ENABLED IN-EAR PHONES

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REVIEW

EASY ON THE POCKET

The BLU-100 are a very capable Bluetooth-enabled in-ear phones, which provide decent sound, cancels outside noise and comes with an affordable price tag. With these perks, this could be a must-buy gadget.

Not many will be familiar with the brand, Brainwavz, as it is a fairly new brand in the world of earphones. They recently launched the BLU-100 in-ear Bluetooth 4.0 earphones and we just had to get our hands on them and find out how these in-ear plugs functioned. Now the music to many people's ear would be its affordable price, ₹2,799, but, we find out whether this wireless gadget actually lets you want to be rid of wires.

The materials used in BLU-100 are top-notch, like the plastic and metal. A thin weightless flat strap is attached to both the ear pods and goes behind the neck. It also comes with three different sizes of silicone tips for the earbud and the correct size ensures flawless surround sound. The right ear pod has a rubber flap, which covers a Micro USB slot, and this lets you charge this Bluetooth enabled earphones. It took us two-and-a-half hours to fully charge the device.

There is a three-button remote control with the phones. The (+) and (-) buttons control the volume and you can change the track, if the buttons are pressed for 3 seconds. The middle button can be used to take or end phone calls and if you press it twice quickly then it re-dials the last number. It is also the power button. On the other side of the remote, there is an LED light, which indicates whether charging is complete or not.

The BLU-100 earphones are powered by 8mm drivers with a frequency response of 20 – 20,000Hz and it can be paired with two devices at same time. It was time to play some good music, and the BLU-100 didn't disappoint us with its clarity. Each note and beat could be heard clearly. Increase the volume and there is absolutely no distortion. The stereo sound is average as it doesn't identify variation of music notes as crisply as we would have liked. What was impressive was the depth and range it provides in mid and low levels.



Personally, I am a big fan of big booming bass punch and the BLU-100 does an okay job when you are listening to rock, pop and rap, but it is a complete different machine when you crank up some EDM. With so much additional bass already added in EDM, the bass thump can be felt, but otherwise it's fairly average.

The BLU-100 is a very good buy for what it offers. The sound quality as a whole is impressive and Brainwavz hasn't taken any short cuts when it comes to build quality either. It is convenient to use and easy to pair with your device. The distance range is not exceptional as the sound starts to get all patchy once you are 10 metres away, but then the main idea for these ear plugs is that your phone or music device is in your pocket rather than lying in the other part of the house. The BLU-100 is surely a value for money product.

SOUND	★★★★½☆
QUALITY	★★★★★☆
VALUE FOR MONEY	★★★★½
autoX RATING	★★★★★☆

HALO IS BACK ON TOP

The fifth addition of this popular franchise tries to redeem the flaws that marred Halo 4 and takes attack mode to a different level. We find out if this propels Halo to another level.

Microsoft Xbox's flagship games returns and hopes to bridge the gap between its latest console One and Sony's Playstation 4. *Halo 4* was a super hit, as expected, but its online *The Master Chief* Collection option had so many issues that there were more people signing out than joining in. *Halo 5: Guardians*, on the other hand, is a different beast altogether. For starters, there are two Spartan squads: Blue Team, headed by Master Chief along with Linda, Kelly and Frederic; and Fire Team Osiris which is led by Jameson Locke, from *Halo 2 Anniversary*, along with Edward Buck and new characters Olympia Vale and Holly Tanaka. If Buck's voice sounds very familiar, well that's because it is Nathan Fillion from the television show, *Castle*. You can choose either team. Blue Team is in search of a vessel, but somewhere the simple plan takes a U-turn as Master Chief starts getting mysterious messages, which his team set out to investigate. As a result, they defy orders and go AWOL and team Osiris is sent to hunt the Blue Team.

Straight away you notice that the game is a lot grander and combative. Unlike other *Halo* titles where stealth is the best offence, *Halo 5* has a plenty of bad guys to kill. What adds to the thrill are new attack moves that keep you glued to the game. Starting with our favourite — Ground Pound. You sneak up on your enemy and jump on them and inflict some serious pain. It's not necessary this attack mode will finish them off, therefore, double check before you move forward.

Then there is Dash, which lets you move quickly, but how this is very helpful when you come under fire, you can head for cover or you can shoot and dash off. While Smart-Link is John Woo's version of shooting down the bad guys in slow motion, which lets you pump more lead into the enemy.

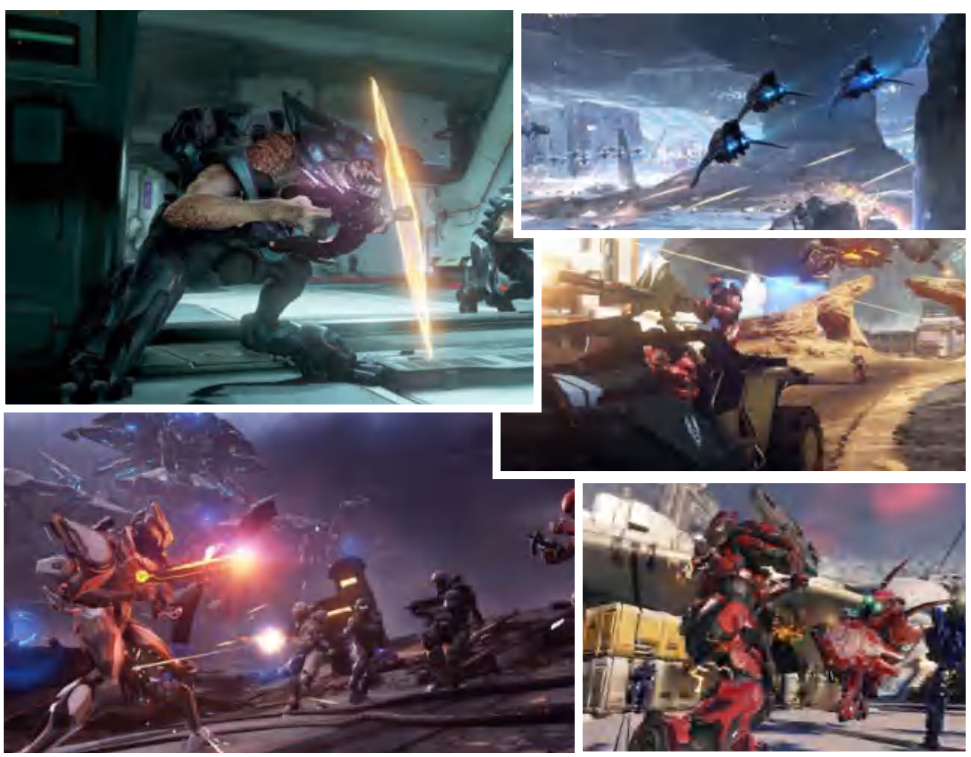
As you'll encounter many different enemies, you also get access to Covenant and Promethean weaponry. But the map design comes across is a bit too simple, especially the Covenant maps.

When it comes to graphics, Halo continues to lead the way with beautiful surroundings — canyons to alien temple, which leave you spellbound. The new game engine lets you experience stunning visuals and real-like facial animation.

Halo 5's online option is the best the franchise has ever seen, especially Warzone or Arena. It still has the usual favourite options like team deathmatch, capture the flag, and stronghold. As the new game is not a cake walk, chances are your character will die a lot more often than you would like.

Here is where your team mates come to your aid and revive you to your feet when your health is running low. In case your team mates aren't nearby, you can alert them. It is great to see that the game developer has taken the correct step forward and we love the fact that this first-person shooter title gets more action.

GAMEPLAY	★★★★★
GRAPHICS	★★★★½
STRATEGY	★★★★★
autoX RATING	★★★★★



JUST IN

ASUS VIVOBOOK 4K

ULTRA HIGH DEFINITION NOTEBOOK



Asus VivoBook 4k is a 15.6-inch notebook which comes with a 4K display, featuring a resolution of 3840 x 2160 pixels. With a pixel density of 282, it also has a 178-degree viewing angle and the crystal clear colours can be viewed at extreme angles. The laptop will be available in both 5th and 6th generation Intel Core i7 processors with 8GB of RAM (expandable to 12GB) and Nvidia GeForce 940M graphics. The storage can be configured with a standard hard disk up to 2TB in size or one can opt for up to a 256GB Solid State Drive (SSD). It has Windows 10 pre-installed, and will be available in four colors--Icicle Gold, Glacier Grey, Black, and Navy Blue. The keyboard comes in a sand-blasted metal finish while the rest of the body has a brushed metal finish.

Price: To be announced



SONY H.EAR SERIES

LISTEN TO THE BEAT

Sony latest H.ear series has two headphones and two earphones. The new MDR-EX750AP earphone features a 9mm driver and has 4-wire ground separate cable that cuts interference between left and right sounds. The MDR-EX750NA noise cancelling earphone can reproduce frequencies of up to 40kHz. It has two built-in microphones and has built-in lithium-ion battery that claims to offer about 16 hours of music playback. It has got a micro USB port to recharge the battery. The MDR–XB950BT, on the other hand, is an 'Extra bass' Bluetooth NFC wireless headphone, boasting of a 40 mm dynamic driver unit for powerful sound. With a charge of 4 hours, the headphone claims to deliver music playback for up to 20 hours at a go. The MDR-100AAP comes with a 40mm HD driver unit that, as per Sony, can reproduce sounds of up to 60kHz. It has titanium-coated diaphragms to minimize unwanted vibrations.

Price: ₹6,990-12,990

GO CYCLE

PORTABLE ELECTRIC RIDE

Environmental awareness as well as personal fitness regimes are at an all time high now and rightfully so. Aiming to cater to these issues and needs, Bird Mobility has introduced the Gocycle electric bicycle in India. The Gocycle is a lightweight electric cycle that packs in the battery in the chassis of the bicycle while there is an electric motor in the front wheel hub. The rear wheel can be powered by peddling the cycle. The Gocycle weighs only 16 kg and can be folded and have the wheels removed extremely easily to aid portability and storage. On pure electric power, it can range from 30 to 64 kilometers depending on pedal input. The battery in question is a 10.75Ah, 22V lithium ion unit. The battery takes 5.5 hours to charge up fully and the top speed is 25 km/h. Stopping power is provided by hydraulic disc brakes.

Price: ₹3.5 – 4 Lakhs



CREATIVE SOUND BLASTER FREE

SPLASH PROOF SPEAKER

The latest portable bluetooth speaker from Creative is the Sound Blaster FRee, its latest multifunction. The speaker comes with the AUX and the USB ports and shuffle and repeat buttons. Apart from the Bluetooth option, it also has a microSD or a USB slot, which lets you play your own collection. There is also a loud button which increases the sound levels. You can also answer and make calls and it comes with a microphone mute button at the rear. This device is also splash proof. It has SBX Pro Studio audio enhancement, which when connected to PC or Mac via USB allows selection of audio profiles, and full audio customisation to suit your listening preferences.

Price: ₹ 7,999





LG'S BOOM BLAST H70A AND H70B

WIRELESS POWER HOUSE

The LG H70B and LH70A 2.1 Ch BOOM BLAST Multimedia Speakers have big sub-woofers and come with Bluetooth connectivity. Unlike other speakers in this segment, the LG twins come with a remote control and can be mounted on the wall. You can stream your favourite tracks via Bluetooth. They also have an inbuilt FM Radio, so this lets you tune in to your favourite stations and RJs. The inbuilt Radio can also store up to 50 Radio Stations. The Subwoofer offers deep bass sound quality. You can also connect them to a DTH set top box through the RCA input and enjoy a home theatre like experience. The speakers can be connected to a PC, laptop, tablet and has a USB port.

Price: ₹6,990-7,990

BRAINWAVZ KIDWAVZ KV-100

CHILD'S PLAY

These Bluetooth headphones are specially designed for children between 4-14 years. Brainwavz has taken extra precaution to protect the children's ears by limiting the volume down to 85 dB. The Kidwavz KV-100 Bluetooth Headphones will connect to any devices including Apple iPads, iPhones, and iPods that support Bluetooth connectivity. It has very flexible muffled headbands and are available in three different color options -- Hot Pink, Toy Blue, and Simple Black.

Price: ₹2,499





BANG & OLUFSEN LAUNCHES BEOPLAY A6

A TOUCH OF CLASS

The BeoPlay A6 has a distinctive curved shape, which has been designed in such a way it improves surrounding sound with the environment. This is achieved thanks to wool-blend fabrics from Danish studio Kvadrat. The BeoPlay A6 offers an intuitive interaction by using swipe and tap gestures. Swiping in any direction at the top of the speaker changes the volume, tapping and holding the centre mutes the audio, while quick taps in succession skips tracks. You can stream audio through Bluetooth and DLNA to Airplay. It is available in multiple colour options and the A6 features 2 woofers, 4 tweeters and a single full-range speaker with a built in amp.

Price: On request

JBL PORTABLE SPEAKERS RANGE

BOOM BOX ON THE GO

Harman has launched four new portable speakers – JBL Flip 3, JBL Pulse 2, JBL Charge 2+, and the JBL Xtreme. With prices starting from Rs. 9,990, all these speakers are splashproof, meaning you don't have to be worried if it's wet in the rain or if, by accident, water is spilled on it. These speakers have an additional feature called JBL Connect technology that allows them to wirelessly link with other JBL Connect-enabled speakers to amplify music together. These speakers are available in a range of colours such as teal, pink, orange, red, black and blue.

Price: ₹9,900-24,990





XIAOMI MI TV 3 ULTRA HD 4K

CRYSTAL CLEAR VISION

Xiaomi's Mi TV 3 sports an ultra thin 11.6mm aluminium frame and a metal backplate. The 36.7mm display has an NTSC colour gamut of 85% and MEMC motion compression, which ensures better motion images. It is powered by MStar 6A928 chips comprising Cortex-A17 CPU and Mali T760 GPU. For connectivity, Mi TV 3 comes with three HDMI ports, two USB ports (USB 2.0 x 1,USB 3.0 x 1), one VGA port, an ethernet port, an AV and RF modulator. On the audio front, it also has built-in speakers including 2.5-inch mid-range subwoofers. The Mi TV 3 comes with a Sound Bar called the Mi TV Bar. What stands apart in the Mi TV 3's case is that that the TV uses an independent display and main board, therefore both can be upgraded respectively and this ensures that the TV never goes out of date.

Price: NA

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AUDI

	Price (Ex-showroom)*			Engine	No. of	Power	Torque	Gears	Fuel Type	Wheelbase	Weight
	Delhi	Mumbai	Chennai	(cc)	cylinders	(bhp)	(Nm)				
A3											
35 TDI	22.9-29.9	-	-	1968	4	140	320	6A	D	2637	-
40 TFSI	28.9-32.6	-	-	1798	4	174	250	7A	P	2637	-
Cabriolet	44.75	44.75	44.75	1798	4	177	250	7A	P	2637	-
A4											
1.8 TFSI	28.55	28	28	1798	4	168	320	8A	P	2808	1545
2.0 TDI	30.7	30	30	1968	4	141	320	8A	D	2808	1590
S4	48.5	47.6	48	2995	6	329	440	7A	P	2808	1705
3.0 TDI	40.8	40	40	2967	6	241	500	7A	D	2808	1755
A6											
2.8 FSI	42.4	41.6	42	2773	4	201	280	8A	P	2912	1685
2.0 TDI	40.9	40	40	1968	4	174	380	8A	D	2912	1585
3.0 TDI	50	50	50	2967	4	241	500	7A	D	2912	1795
A7											
3.0 TDI	65	63.8	64	2967	6	241	500	7A	D	2914	1860
A8											
3.0 TDI	91.3	89.6	91	2967	6	247	550	8A	D	3122	1965
4.0 TFSI	110	108	109	3993	8	600	445	8A	P	3122	1945
4.2 TDI	105	103	104	4134	8	346	800	8A	D	3122	2120
A8 W12	151	148	150	6299	12	494	625	8A	P	2133	2130
Q3											
Q3	29-37.5	29-37.5	-	1968	4	174	380	7A	D	1585	1660
Q5											
3.0 TDI	48.7	47.8	48.5	2967	6	236	500	7A	D	2807	1955
2.0 TFSI	43.1	42.3	43	1984	4	208	350	7A	P	2807	1795
2.0 TDI	43.5	42.6	43.5	1968	4	170	350	7A	D	2807	1830
Q7											
3.0 TDI	58.8	57.7	58.5	2967	6	237	550	8A	D	3002	2375
4.2 TDI	75.2	73.8	75	4134	8	335	800	8A	D	3002	2515
RS5											
4.2	84	82.3	84	4163	8	444	430	7A	P	2751	1800
R8											
4.2 FSI	134	132	134	4163	8	414	430	6A/6M	P	2650	1640
5.2 FSI	158-173	155-170	158-173	5204	10	518	530	6A/6M	P	2650	1700-1800
Audi TT											
Audi TT	50.7	49.7	50	1984	4	208	350	6A	P	2468	1435

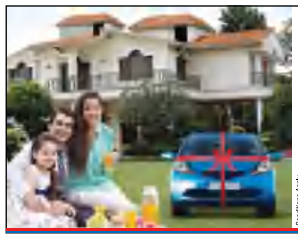
BENTLEY

	Price (Ex-showroom)*			Engine	No. of	Power	Torque	Gears	Fuel Type	Wheelbase	Weight
	Delhi	Mumbai	Chennai	(cc)	cylinders	(bhp)	(Nm)				
Continental GT											
Continental GT	190	192.3	189	5998	12	567	700	6A	P	2746	2320
Continental GTC	224	226.7	225	5998	12	552	650	6A	P	2745	2540
Continental Flying Spur	225	226.1	226	5998	12	552	650	6A	P	2745	2525
Mulsanne											
Mulsanne	290	293.1	289	6752	8	505	1020	8A	P	3266	2585

BMW

	Price (Ex-showroom)*			Engine	No. of	Power	Torque	Gears	Fuel Type	Wheelbase	Weight
	Delhi	Mumbai	Chennai	(cc)	cylinders	(bhp)	(Nm)				
i Series											
i8	229	229	229	1499	3	231+131	570	6A	P+E	2800	1485
1 Series											
118d Prestige	26.5	26.5	26.5	1995	4	143	320	8A	D	2690	1370
118d Sport Line	29.5	29.5	29.5	1995	4	143	320	8A	D	2690	1370
3 Series											
320d Prestige	34.9	34.9	34.9	1995	4	184	380	8A	D	2810	1595
320d Luxury Line	38.9	38.9	38.9	1995	4	184	380	8A	D	2810	1595
320d Sport Line	38.9	38.9	38.9	1994	4	184	380	8A	D	2810	1595
328i Sport Plus	42.5	42.5	42.5	1997	4	244	350	8A	P	2810	1950
GT											
320d GT Luxury Line	42.9	42.9	42.9	1995	4	184	380	8A	D	2810	1595

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	Price (Ex-showroom)* Delhi	Mumbai	Chennai	Engine (cc)	No. of cylinders	Power (bhp)	Torque (Nm)	Gears	Fuel Type	Wheelbase	Weight
5 Series											
520d Prestige	44.9	44.9	44.9	1995	4	190	400	8A	D	2968	1795
520d Prestige Plus	47.9	47.9	47.9	1995	4	190	400	8A	D	2968	1795
520d Luxury Line	49.9	49.9	49.9	1995	4	190	400	8A	D	2968	1795
530d M Sport	59.9	59.9	59.9	2993	6	258	540	8A	D	2968	1795
6 Series											
640d Gran Coupe	114.9	114.9	114.9	2993	6	313	630	8A	D	2968	2395
7 Series											
730Ld Prestige	92.5	92.5	92.5	2993	6	258	560	8A	D	3210	1975
730Ld Eminence	106.5	106.5	106.5	2993	6	258	560	8A	D	3210	1975
730Ld Signature	125.2	125.2	125.2	2993	6	258	560	8A	D	3210	1950
750Li Eminence	145.9	145.9	145.9	4395	8	450	650	8A	P	3210	1980
760Li Eminence	194.9	194.9	194.9	5972	12	544	750	8A	P	3210	2250
Active Hybrid 7L	141.0	141.0	141.0	2979	6	320+55	450	8A	P+E	3210	2070
X1											
X1 sDrive 20d xLine	37.9	37.9	37.9	1995	4	184	380	8A	D	2760	1800
X3											
X3 xDrive20d Expedition	46.9	46.9	46.9	1995	4	190	400	8A	D	2810	1875
X3 xDrive20d xLine	51.9	51.9	51.9	1995	4	190	400	8A	D	2810	1875
X3 xDrive20d M Sport	59.9	59.9	59.9	1995	4	190	400	8A	D	2810	1875
X5											
X5 xDrive30d Expedition	65.9	65.9	65.9	2993	6	258	560	8A	D	2933	2150
X5 Design Pure Experience	69.9	69.9	69.9	2993	6	258	560	8A	D	2933	2150
X5 Pure Experience (7 Seater)	72.9	72.9	72.9	2993	6	258	560	8A	D	2933	2150
Z4 Roadster											
Z4 sDrive35i Prestige	74.9	74.9	74.9	2979	6	306	400	7A	P	2495	1525
Z4 sDrive35i Design	75.9	75.9	75.9	2979	6	306	400	7A	P	2495	1525
M											
M3	122.9	122.9	122.9	2979	6	431	550	7A	P	2810	1620
M4 Coupe	125	125	125	2979	6	431	550	7A	P	2810	1610
M5	138.9	138.9	138.9	4395	8	560	680	7A	P	2965	1990
M6 Gran Coupe	180	180	180	4395	8	560	680	7A	P	2970	2010

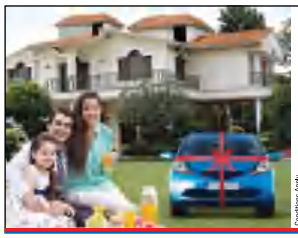
CHEVROLET

	Price (Ex-showroom)* Delhi	Mumbai	Chennai	Engine (cc)	No. of cylinders	Power (bhp)	Torque (Nm)	Gears	Fuel Type	Wheelbase	Weight
Spark											
Spark	3.2-4.14	3.4-4.3	3.3-4.2	995	4	62	90	5M	P/LPG	2345	840
Beat											
Beat (P)	3.9-5	4.1-5.1	3.9-5	1199	4	82	108	5M	P/LPG	2375	965
Beat (D)	4.7-6	4.9-6.2	4.8-6	936	3	62	160	5M	D	2375	-
Sail											
Sail (P)	5-6.4	5.2-6.7	5-6.5	1199	4	85	113	5M	P	2465	1065
Sail (D)	6.3-7.5	6.6-7.9	6.4-7.6	1248	4	77	205	5M	D	2465	1124
Sail U-VA											
Sail (P)	4.2-5.6	4.4-5.9	4.3-5.7	1199	4	85	113	5M	P	2465	1065
Sail (D)	5.3-6.7	5.5-7	5.4-6.8	1248	4	77	205	5M	D	2465	1124
Enjoy											
Enjoy (P)	5.5-7	5.7-7.3	5.6-7.1	1399	4	103	131	5M	P	2720	1260
Enjoy (D)	6.7-8	7-8.4	6.8-8.1	1248	4	76	188	5M	D	2720	1345
Cruze											
Cruze	13.8-16	14.5-16.7	14.1-16.2	1998	4	164	380	6M/6A	D	2685	1520
Captiva											
Captiva 2.2	24.6	25.8	25	22.31	4	184	424	6A	D	2705	1910

DATSUN

	Price (Ex-showroom)* Delhi	Mumbai	Chennai	Engine (cc)	No. of cylinders	Power (bhp)	Torque (Nm)	Gears	Fuel Type	Wheelbase	Weight
Go											
Go	3.5 -4.1	4.2-4.7	3.5-4.2	1198	3	67	104	5M	P	2450	840
Go+											
Go+	3.8-4.6	4-4.8	3.8-4.6	1198	3	67	104	5M	P	2450	-

*** All prices in lakhs**



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	Price (Ex-showroom)* Delhi	Mumbai	Chennai	Engine (cc)	No. of cylinders	Power (bhp)	Torque (Nm)	Gears	Fuel Type	Wheelbase	Weight
California	268	268	268	4297	8	453	485	6M/7A	P	2670	1735
458 Italia											
458 Italia	309	309	309	4499	8	562	539	7A	P	2650	1380
458 Italia Spider	351	351	351	4499	8	562	539	7A	P	2650	1535
FF											
FF	412	412	412	6262	12	651	683	7A	P	2990	1880

FIAT

	Price (Ex-showroom)* Delhi	Mumbai	Chennai	Engine (cc)	No. of cylinders	Power (bhp)	Torque (Nm)	Gears	Fuel Type	Wheelbase	Weight
Punto Evo											
Active 1.2	4.3-4.9	5.6-6	5.0-5.9	1172	4	67	96	5M	P	2510	1190
Emotion 1.4	5.4-6	6.3-7.2	6.2-6.9	1368	4	89	115	5M	P	2510	1115
Active D	5.1-6.4	5.9-7.2	6.4-7.1	1248	4	75	197	5M	D	2510	1130
90	6.8	7.5	7.8	1248	4	92	209	5M	D	2510	1144
Linea											
Linea	6.5-7.7	6.9-8.7	7.4-8.6	1368	4	89	115	5M	P	2603	1180
Linea D	7.4-8.7	8-10.2	8.4-9.9	1248	4	92	209	5M	D	2603	1210
Linea T-Jet	8.5-9	8.8-11.3	9.3-10.3	1368	4	112	207	5M	P	2603	1230

FORCE ONE

	Price (Ex-showroom)* Delhi	Mumbai	Chennai	Engine (cc)	No. of cylinders	Power (bhp)	Torque (Nm)	Gears	Fuel Type	Wheelbase	Weight
Force One											
Force One	11.2	11.2	11.4	2149	4	140	321	5M	D	3025	-
Gurkha											
Gurkha	6.3-8.5	6.3-8.5	6.4-8.7	2596	4	80/110	230	5M	D	2400	1860

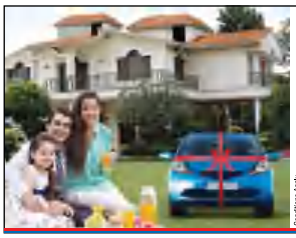
FORD

	Price (Ex-showroom)* Delhi	Mumbai	Chennai	Engine (cc)	No. of cylinders	Power (bhp)	Torque (Nm)	Gears	Fuel Type	Wheelbase	Weight
Figo											
Figo 1.2	3.9-5.7	4-5.3	4-5.1	1196	4	70	102	5M	P	2489	1090
Figo 1.4 D	4.9-6	5.1-6.3	5-6.2	1399	4	68	160	5M	D	2489	1130
Fiesta											
Classic 1.6 Duratec	5.6-7.3	6-7.3	5.8-7.1	1596	4	101	146	5M	P	2486	1130
Fiesta Classic 1.4 DTCi	6.9-8	7.2-8.3	7-8.1	1399	4	68	160	5M	D	2486	1150
New Ford Fiesta D	7.7-9.3	-	-	1499	4	80	140	5M/6A	D	2489	1157
Endeavour											
2.5 4x2	19.6	20.6	20	2499	4	141	330	5M	D	2860	1879
3.0 4x2	21.1	22.2	21.5	2953	4	154	380	5A	D	2860	2014
3.0 4x4	22.9	24	23.3	2953	4	154	380	5A	D	2860	2014
EcoSport											
1.5 Petrol	5.6-8.4	5.9-8.9	5.7-8.6	1499	4	110	140	5M/6A	P	2520	1268
1.5 Diesel	6.7-9	7-9.9	6.8-9.1	1498	4	90	204	5M	D	2520	1290
1.0 EcoBoost	7.9-8.3	8.3-8.7	8-8.4	999	3	123	170	5M	P	2520	1259

HONDA

	Price (Ex-showroom)* Delhi	Mumbai	Chennai	Engine (cc)	No. of cylinders	Power (bhp)	Torque (Nm)	Gears	Fuel Type	Wheelbase	Weight
Brio											
Brio	4.11-6.14	4.36-6.51	4.21-6.21	1198	4	87	109	5M/5A	P	2345	920-970
Amaze											
Amaze (P)	5-7.5	5.3-8	5-7.6	1198	4	87	109	5M/5A	P	2405	950-1010
Amaze (D)	6-7.6	6.5-8	6.1-7.7	1498	4	99	200	5M	D	2405	1060-1075
City											
City (P)	8.2-12.5	8.6-13.2	7.3-11.0	1497	4	117	145	5M/CVT	P	2600	920
City (D)	9.7-12.9	10.2-13.4	8.7-11.2	1498	4	98.6	200	6M	D	2600	940

*** All prices in lakhs**



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	Price (Ex-showroom)* Delhi	Mumbai	Chennai	Engine (cc)	No. of cylinders	Power (bhp)	Torque (Nm)	Gears	Fuel Type	Wheelbase	Weight
Mobilio											
Mobilio (P)	6.8-9.1	6.4-7.9	6.8-9.1	1497	4	117	145	5M	P	2652	1131-1254
Mobilio (D)	7.8-9.7	8.2-10.1	8.2-10.1	1498	4	99	200	5M	D	2652	1131-1254
CR-V											
2.0	20.4-21.3	21.6-22.6	21-22	1997	4	154	190	6M/5A	P	2620	1480
2.4	22.9-24.9	24.2-25.8	23.6-25.2	2354	4	187	226	5A	P	2620	1500-1600

HYUNDAI

	Price (Ex-showroom)* Delhi	Mumbai	Chennai	Engine (cc)	No. of cylinders	Power (bhp)	Torque (Nm)	Gears	Fuel Type	Wheelbase	Weight
Eon											
0.8	3-4.1	3.1-4.3	3-4.1	814	3	55	74	5M	P	2380	-
1.0	4-4.2	4.2-4.4	4.1-4.2	998	3	68	94	5M	P	2380	-
i10											
i10	4.2-5	4.3-5.2	4.2-5.1	1086	4	68	99	5M	P	2380	-
Grand i10											
1.0 (P)	5.2-5.3	5.5	5.3	998	3	66	90	5M	P	2425	-
1.2 (P)	4.6-6.3	4.8-6.5	4.7-6.4	1197	4	82	114	5M	P	2425	-
1.1 (D)	5.5-6.7	5.8-7	5.6-6.8	1120	3	70	160	5M	D	2425	-
i20 Elite											
1.2 (P)	5.2-6.9	5.5-7.2	5.3-7	1197	4	82	115	5M	P	2570	-
1.4 (D)	6.4-8	6-7.8.4	6.5-8.1	1396	4	89	220	6M	D	2570	-
i20 Active											
1.2 (P)	6.4-7.1	-	-	1197	4	82	115	5M	P	2570	-
1.4 (D)	7.6-8.9	-	-	1396	4	89	220	6M	D	2570	-
Xcent											
1.2 (P)	5-7.6	5.2-8	5-7.7	1197	4	82	113	5M	P	2425	-
1.1 (D)	5.8-7.8	6.1-8.1	5.9-7.8	1120	3	71	180	5M	D	2425	-
Fluidic Verna RB											
1.4 (P)	7.6-10	8-9	7.7-8.6	1396	4	105	135	5M	P	2570	-
1.6 (P)	8.6-10	8.9-10.4	8.7-10.1	1591	4	121	155	5M	P	2570	-
1.4 (D)	8.8-9.8	9.3-10.3	9-9.9	1396	4	88	220	6M	D	2570	-
1.6 (D)	9.9-12	10.3-12.6	10-12.2	1582	4	126	260	6M	D	2570	-
Sonata											
Sonata	19.2-21.3	20.1-22.3	19.5-21.6	2359	4	198	250	6M	P	2795	-
Santa Fe											
4x2	26.8-27.7	28.1-29	27.3-28.2	2199	4	194	420	7M	D	2700	-
4x4	29.8	31.2	30.3	2199	4	194	420	7A	D	2700	-
Elantra											
1.8 (P)	13.2-15.5	13.9-16.2	13.4-15.7	1797	4	147	177	6M	P	2700	-
1.6 (D)	13.7-16.6	14.3-17.4	13.9-16.9	1582	4	126	260	6M	D	2700	-
Creta											
1.6 CRDi	11.6-13.6	-	-	1582	4	128	260	6M/6A	D	2590	-
1.4 CRDi	9.4-11.4	-	-	1396	4	90	220	6M	D	2590	-
1.6 VTVT	8.6-11.9	-	-	1591	4	123	151	6M	P	2590	-

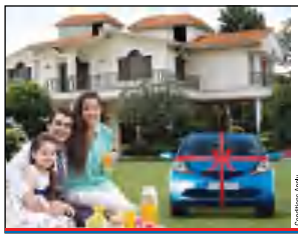
ISUZU

	Price (Ex-showroom)* Delhi	Mumbai	Chennai	Engine (cc)	No. of cylinders	Power (bhp)	Torque (Nm)	Gears	Fuel Type	Wheelbase	Weight
MU-7											
MU-7	22		22.3	2999	4	161	360	5M	D	3050	1900
Dmax											
Dmax	5.9 -7			2499	4	98	294	5M	D	3050	1650

JAGUAR

	Price (Ex-showroom)* Delhi	Mumbai	Chennai	Engine (cc)	No. of cylinders	Power (bhp)	Torque (Nm)	Gears	Fuel Type	Wheelbase	Weight
XF											
3.0	60.0	59.5	61	2993	6	271	600	6A	D	2909	1810
2.2 Luxury	51.5	51	52.4	2179	4	197	450	8A	D	2909	1780
2.2 Executive Edition	47.7	47.2	48.5	2179	4	197	450	8A	D	2909	1780
2.0	51.2	50.7	52.1	1999	4	237	340	8A	P	2909	2240

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FIND YOUR DREAM CAR

	Price (Ex-showroom)* Delhi	Mumbai	Chennai	Engine (cc)	No. of cylinders	Power (bhp)	Torque (Nm)	Gears	Fuel Type	Wheelbase	Weight
XJ											
2.0	97.7	97.2	99.5	1999	4	237	340	8A	P	3157	1824
3.0 Premium Luxury	96.6	96.1	98.3	2993	6	271	600	8A	D	3157	1988
3.0 Portfolio	104	103.5	105.8	2993	6	271	600	8A	D	3157	1988
F-Type											
V6 Convertible	153.7	153.7	156.4	2995	6	375	460	8A	P	2622	1614
V8 Convertible	181.2	181.3	184.4	5000	8	543	680	8A	P	2622	1650
V6 Coupe	125.8	125.9	128.1	2955	6	335	450	8A	P	2622	1577
V6 Coupe S	138.8	138.8	141.2	2995	6	375	460	8A	P	2622	1594
V8 Coupe R	188.4	188.4	191.7	5000	8	543	680	8A	P	2622	1650

LAMBORGHINI

	Price (Ex-showroom)* Delhi	Mumbai	Chennai	Engine (cc)	No. of cylinders	Power (bhp)	Torque (Nm)	Gears	Fuel Type	Wheelbase	Weight
Aventador											
Coupe	484	484	484	6498	12	691	690	7A	P	2700	1575
Roadster	537	537	537	6498	12	691	690	7A	P	2700	1625
Huracan											
Huracan	-	-	-	5204	10	602	540	7A	P	2620	1422

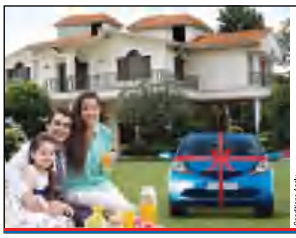
LAND ROVER

	Price (Ex-showroom)* Delhi	Mumbai	Chennai	Engine (cc)	No. of cylinders	Power (bhp)	Torque (Nm)	Gears	Fuel Type	Wheelbase	Weight
Evoque											
2.2 SD4	50.5-57.8	50-57.3	51.4-58.8	2179	4	187	420	9A	D	2660	1715
Discovery											
3.0 SDV6	111.3-119.9	111.3-120	113.3-122.1	2993	6	245	600	8A	D	2885	2583
Discovery Sport											
2.2 TD4	46.1-54.8	46.1-54.8	46.9-55.8	2179	4	147	420	6A	D	2660	1805
2.2 SD4	60.7-62.2	60.7-62.2	61.8-63.3	2179	4	187	420	6A	D	2660	1805
Range Rover											
3.0 TDV6	207.6-219.5	207.7-219.6	211.3-223.4	2993	6	244	600	8A	D	2922	2160
4.4 SDV8	247.6-381.9	247.7-382	252-388.7	4367	8	335	740	8A	D	2922	2360
5.0 V8	262.4-392.7	262.5-392.8	267.1-399.8	4999	8	503	625	8A	P	2922	2330
Range Rover Sport											
3.0 SDV6	116.1-151.5	116.1-151.5	118.1-154.2	2993	6	288	600	8A	D	2923	2572
5.0 V8	174.8-203.6	174.9-203.6	177.9-207.2	4999	8	503	625	8A	P	2923	2675

MAHINDRA

	Price (Ex-showroom)* Delhi	Mumbai	Chennai	Engine (cc)	No. of cylinders	Power (bhp)	Torque (Nm)	Gears	Fuel Type	Wheelbase	Weight
Verito											
1.4	5.2-5.5	5.2-5.4	5.3-5.5	1390	4	75	110	5M	P	2630	1080
1.5	6-7.2	6-7.1	6.1-7.2	1461	4	65	160	5M	D	2630	1140
Verito Vibe											
1.5	5.6-6.5	5.9-6.5	5.7-6.6	1461	4	65	160	5M	D	2630	-
Bolero											
Bolero	4.9-5.5	5.2-5.8	4.8-5.3	2325	4	63	180	5M	D	2680	1575
Thar											
Thar CRDe	7	6.8	7	2498	4	105	247	5M	D	2430	1750
Xylo											
Xylo	7.4-10.6	7.1-10.2	7.4-10.6	2498	4	112	240	5M	D	2760	1830
Scorpio											
Scorpio VLX	7.7-12.6	7.3-12.3	7.7-12.8	2179	4	120	290	5M	D	2680	1850
XUV											
XUV 500	11.2-16	11.1-15.9	11.4-16.2	2179	4	140	330	6M	D	2700	-
Quanto											
Quanto	6-7.6	5.8-7.4	6.1-7.7	1493	4	100	240	5M	D	-	-

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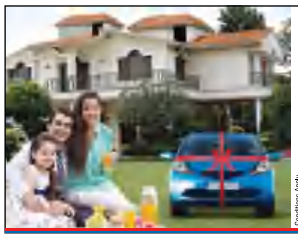
MARUTI SUZUKI

	Price (Ex-showroom)* Delhi	Mumbai	Chennai	Engine (cc)	No. of cylinders	Power (bhp)	Torque (Nm)	Gears	Fuel Type	Wheelbase	Weight
Alto											
Alto	2.3-3.1	2.4-3.3	2.7-3.3	796	3	46	62	5M	P	2360	720
Alto K 10	3-3.2	3.2-4	3.5-3.7	998	3	67	90	5M	P	-	735
Wagon R											
Wagon R	3.9-4.2	4.3-4.8	3.9-4.8	998	3	67	90	5M	P	2400	885
Ritz											
Petrol	4-4.9	4.9-5.6	4.2-5	1197	4	83	113	5M	P	2360	1005
Diesel	4.8-5.2	5.3-5.8	4.9-5.6	1248	4	75	190	5M	D	2360	1110
Swift											
Diesel	5.1-6.3	5.3-6.6	5.2-6.4	1248	4	74	190	5M	D	2430	960-1080
Petrol	4.2-5.5	4.5-5.7	4.3-5.6	1197	4	85	114	5M	P	2430	960-1080
Dzire											
Petrol	4.9-6.3	5.3-6.5	4.9-6	1197	4	84	113	5M	P	2390	1010
Diesel	5.8-7.1	6.2-7.5	-	1248	4	75	190	5M	D	2390	1150
Ciaz											
Petrol	6.9-9.3	-	-	1373	4	91	130	5M/4A	P	2650	1490
Diesel	8.6-9.5	-	-	1248	4	88	200	5M	D	2650	1585
Celerio											
Petrol	4.2-5.3	4.5-5.7	4.5-5.7	998	3	67	90	5M/5A	P	2425	810-830
Diesel	4.7-5.7	4.9-6	-	793	2	47	125	5M	D	2425	880
Grand Vitara											
Grand Vitara	16.9-18.2	17.3-18.6	17-18.1	2393	4	163	225	5M/4A	P	2640	1594
Ertiga											
Petrol	5.9-7.4	6.2-7.8	6.2-7.7	1373	4	94	130	5M	P	2740	-
Diesel	7.3-8.6	7.8-9.1	7.7-9	1248	4	89	200	5M	D	2740	-
S Cross											
1.3	8.3-10.7	-	-	1248	4	89	200	5M	D	2600	1180
1.6	11.9-13.7	-	-	1598	4	118	320	6M	D	2600	1250

MERCEDES BENZ

	Price (Ex-showroom)* Delhi	Mumbai	Chennai	Engine (cc)	No. of cylinders	Power (bhp)	Torque (Nm)	Gears	Fuel Type	Wheelbase	Weight
A-Class											
A 180 Sport	27.4	25.9	27.9	1595	4	122	190	7A	P	2699	1375
A 200 CDI Sport	28.5	26.9	28.6	2143	4	136	300	7A	D	2699	1505
B-Class											
B 180 Sport	29.4	27.9	30	1595	4	121	200	7A	P	2699	1425
B 200 CDI Sport	30.4	28.9	31	2143	4	136	300	7A	D	2699	1577
C-Class											
C 200	38.9	38.2	39.6	1991	4	181	300	7A	P	2840	1545
C 220 CDI Style	37.9	37.2	38.6	2143	4	168	400	7A	D	2840	1655
C 220 CDI Avantgarde	42.9	39.9	43.7	2143	4	168	400	7A	D	2840	1655
E-Class											
E 200	47.4	47.6	48.2	1991	4	181	300	7A	P	2874	1720
E 250 CDI Ava N	49.6	49.8	50.5	2143	4	201	500	7A	D	2874	1800
E 350 CDI	59.9	58.8	61	1991	4	181	300	7A	P	2874	1720
E 400 Cabriolet	80.6	77.1	79.9	2996	6	333	480	7A	P	2760	1845
E 63 AMG	129.3	133	131.3	2143	4	201	500	7A	D	2874	1800
M-Class											
ML 250 CDI	56.6	55.6	57.6	2143	4	203	500	7A	D	2915	2160
ML 350 CDI	67.9	66.6	69.1	2997	6	254	619	7A	D	2915	2175
ML 63 AMG	154	147.1	152.6	5461	8	550	760	7A	P	2915	2345
GL-Class											
GL 350 CDI	77.5	76.1	78.9	2987	6	258	619	7A	D	3075	2455
GL 63 AMG	181.2	173.1	179.5	5461	8	550	760	7A	P	3075	2580
S-Class											
S 350 CDI L	113.5	111.4	115.5	2987	6	210	490	7A	D	3035	2005
S 500 L	144.2	141.6	146.8	5461	8	369	505	7A	P	3035	2151
CLS-Class											
CLS 250 CDI	78.6	75.1	77.9	2143	4	204	500	7A	D	2874	1850

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Union Miles	Repayment Tenure - 7 years	EMI Per Lac - ₹ 1660/-

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FIND YOUR DREAM CAR

	Price (Ex-showroom)* Delhi	Mumbai	Chennai	Engine (cc)	No. of cylinders	Power (bhp)	Torque (Nm)	Gears	Fuel Type	Wheelbase	Weight
CLA-Class											
CLA 200 Sport	35	32.7	35.6	1991	4	181	300	7A	P	2699	1510
CLA 200 CDI Style	31.5	30.9	32.1	2143	4	134	300	7A	D	2699	1570
CLA 200 CDI Sport	35.9	33.5	36.5	2143	4	134	300	7A	D	2699	1570
CLA 45 AMG	72.8	69.6	72.2	1991	4	355	450	7A	P	2699	1650
SLK-Class											
SLK 350	77.1	75.2	77.9	3498	6	306	370	7A	P	2430	1540
SLK 55 AMG	129.3	123.6	128.1	5461	v8	416	550	7A	P	2430	1610
G-Class											
G 63 AMG	198.4	187.5	201.7	5461	8	536	760	7A	P	2850	2550
GLA-Class											
GLA 200 Sport	36	33.5	36.6	1991	4	181	300	7A	P	2699	1525
GLA 200 CDI Style	31.9	31.3	33.3	2142	4	136	300	7A	D	2699	1585
GLA 200 CDI Sport	34.9	34.2	37.6	2142	4	136	300	7A	D	2699	1585
GLA 45 AMG	75.4	72	74.7	1991	4	355	450	7A	P	2699	-

MINI

	Price (Ex-showroom)* Delhi	Mumbai	Chennai	Engine (cc)	No. of cylinders	Power (bhp)	Torque (Nm)	Gears	Fuel Type	Wheelbase	Weight
MINI 3-door											
Cooper D	32.6	32.6	32.6	1496	3	114	270	6A	D	2495	-
MINI 5-door											
Cooper D	36.1	36.1	36.1	1496	3	116	270	6A	D	2567	-
MINI Convertible											
Cooper Convertible	36.7	36.7	36.7	1598	4	124	160	6A	P	2466	1140

MITSUBISHI

	Price (Ex-showroom)* Delhi	Mumbai	Chennai	Engine (cc)	No. of cylinders	Power (bhp)	Torque (Nm)	Gears	Fuel Type	Wheelbase	Weight
Montero AT											
Montero AT	41.34	42.3	42.6	3200	4	199	441	5A	D	2780	2380
Pajero Sport											
Pajero Sport	23.1	23.1	23.7	2477	4	176	400	5M	D	2800	2065

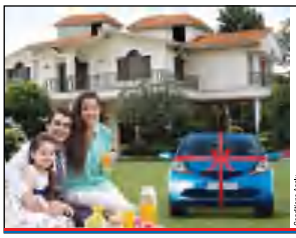
NISSAN

	Price (Ex-showroom)* Delhi	Mumbai	Chennai	Engine (cc)	No. of cylinders	Power (bhp)	Torque (Nm)	Gears	Fuel Type	Wheelbase	Weight
Micra											
Active	3.5-4.7	3.7-4.9	3.5-4.7	1198	3	67	104	5M	P	2450	-
Petrol	4.8-6.4	5-6.7	4.8-6.4	1198	3	74	104	5M	P	2450	930
Diesel	6-7.1	6.3-7.5	6-7.1	1461	4	63	160	5M	D	2450	1008
Sunny											
CVT	8.5	8.9	8.5	-	4	100	134	CVT	P	2600	1040
Petrol	5.9-7.8	6.1-8.1	5.9-7.8	1498	4	100	134	5M	P	2600	998-1027
Diesel	8.1-8.9	8.4-9.2	8.1-8.9	1461	4	84	200	5M	D	2600	1097
Teana											
Teana	22.4-26.4	21.6-25.4	-	2496	6	180	228	CVT	P	2775	1537
Terrano											
Petrol	10.9	11.8	11	1598	4	102	145	5M	P	2673	1755
Diesel 85	10.9-12.8	11.8-13.6	10.9-13.5	1461	4	84	200	5M	D	2673	1787
Diesel 110	13.3-14.5	13.9-15.3	13.3-14.7	1461	4	108	245	6M	D	2673	1787

PORSCHE

	Price (Ex-showroom)* Delhi	Mumbai	Chennai	Engine (cc)	No. of cylinders	Power (bhp)	Torque (Nm)	Gears	Fuel Type	Wheelbase	Weight
Boxster											
Boxster S	102	100.1	-	3436	6	315	360	6M/7A	P	2475	1370
Boxster GTS	115	112.9	-	3436	6	330	370	6M/7A	P	2475	1375
Macan											
S Diesel	100	98.2	-	2697	6	241	580	7A	D	2807	-
Turbo	111	109	-	3604	6	394	550	7A	P	2807	-

*** All prices in lakhs**



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	Price (Ex-showroom)* Delhi	Mumbai	Chennai	Engine (cc)	No. of cylinders	Power (bhp)	Torque (Nm)	Gears	Fuel Type	Wheelbase	Weight
Cayman											
Cayman S	104.5	102.6	-	3436	6	325	370	6M/7A	P	2475	1320-1350
Cayman GTS	117.5	115.4	-	3436	6	340	380	6M/7A	P	2475	1345-1375
911											
Carrera	138	135.5	-	3436	6	350	390	7M/7A	P	2450	1380
Carrera Cabriolet	151	148.2	-	3436	6	350	390	7M/7A	P	2450	1450
Carrera S	158.5	155.6	-	3800	6	400	440	7M/7A	P	2450	1395
Carrera S Cabriolet	171	167.9	-	3800	6	400	440	7M/7A	P	2450	1465
Carrera 4	148	145.3	-	3436	6	350	390	7M/7A	P	2450	1430
Carrera 4 Cabriolet	161	158.1	-	3436	6	350	390	7M/7A	P	2450	1500
Carrera 4S	168	164.9	-	3800	6	400	440	7M/7A	P	2450	1445
Carrera 4S Cabriolet	181	177.7	-	3800	6	400	440	7M/7A	P	2450	1515
Targa 4	159	156.1	-	3436	6	350	390	7M/7A	P	2450	1560
Targa 4S	178.5	175.2	-	3800	6	400	440	7M/7A	P	2450	1575
GT3	201	197.3	-	3799	6	475	440	7A	P	2457	1430
Turbo	214	210.1	-	3800	6	520	660	7A	P	2450	1595
Turbo S	257	252.3	-	3800	6	560	700	7A	P	2450	1605
Turbo Cabriolet	228	223.8	-	3800	6	520	660	7A	P	2450	1665
Turbo S Cabriolet	272	267	-	3800	6	560	700	7A	P	2450	1675
Cayenne											
Cayenne Diesel	104	102.1	-	2967	6	245	550	8A	D	2895	2110
Cayenne S	118.5	116.3	-	3604	6	420	550	8A	P	2895	2065
Cayenne S Diesel	121	118.8	-	4134	8	382	850	8A	D	2895	2195
Cayenne Turbo	178	174.8	-	4806	8	500	700	8A	P	2895	2170
Panamera											
Panamera Diesel	116.1	114	-	2967	6	250	550	8A	D	2920	1880
Panamera	117	114.9	-	3605	6	300	400	7A	P	2920	1730
Panamera 4	119.5	117.3	-	3605	6	300	400	7A	P	2920	1820
Panamera GTS	150	147.3	-	4806	8	430	520	7A	P	2920	1920
Panamera Turbo	185	181.6	-	4806	8	500	700	7A	P	2920	1970
Panamera Turbo S	233	228.8	-	4806	8	550	750	7A	P	2920	1995

PREMIER

	Price (Ex-showroom)* Delhi	Mumbai	Chennai	Engine (cc)	No. of cylinders	Power (bhp)	Torque (Nm)	Gears	Fuel Type	Wheelbase	Weight
Rio											
Rio Petrol	6.3-6.6	6.4-6.7	6.4-6.7	1173	4	76	104	5M	P	2420	1080
Rio Diesel	6.96	7.1	7.12	1489	4	64	152	5M	D	2420	1145
Diesel CRDi4	7.24	7.39	7.41	1248	4	72	183	5M	D	2420	1145

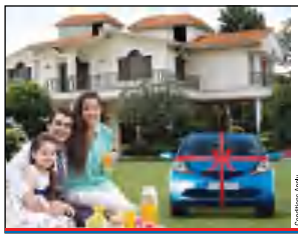
ROLLS ROYCE

	Price (Ex-showroom)* Delhi	Mumbai	Chennai	Engine (cc)	No. of cylinders	Power (bhp)	Torque (Nm)	Gears	Fuel Type	Wheelbase	Weight
Ghost											
Ghost	360	360	360	6592	12	563	780	8A	P	3295	2940
Phantom											
Phantom	610	610	620	6749	12	453	720	8A	P	3320	2550
Wraith											
Wraith	460	460	460	6749	12	624	800	8A	P	3112	2360

RENAULT

	Price (Ex-showroom)* Delhi	Mumbai	Chennai	Engine (cc)	No. of cylinders	Power (bhp)	Torque (Nm)	Gears	Fuel Type	Wheelbase	Weight
Pulse											
Pulse	5.9-6.5	6.2-6.7	5.9-6.6	6.6	4	63	160	5M	D	2450	1070
Koleos											
Koleos	22.99	23	23.3	1995	4	148	320	6A	D	2690	1822
Duster											
Petrol	7.4-8.4	7.4-8.4	7.6-8.6	1598	4	103	145	5M	P	2673	1740
Diesel 85	8.3-10.3	8.3-10.3	8.5-10.5	1461	4	84	200	5M	D	2673	1758
Fluence											
Fluence	15.6-17.4	16.6-18.6	16.1-18	1461	4	108	250	6M	D	2703	1630-80
Diesel 110	10.3-11.7	10.3-11.6	10.5-11.9	1461	4	108	248	6M	D	2673	1781

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FIND YOUR DREAM CAR

	Price (Ex-showroom)*			Engine (cc)	No. of cylinders	Power (bhp)	Torque (Nm)	Gears	Fuel Type	Wheelbase	Weight
	Delhi	Mumbai	Chennai								
Scala											
Petrol	6.9-7.8	6.9-7.8	7-7.9	1498	4	98	134	5M	P	2600	1005
Diesel	8.6-9.5	8.7-9.6	8.6-9.5	1461	4	85	200	5M	D	2600	-
Lodgy											
85PS	8.2-10.9	-	-	1461	4	83.8	200	5M	D	2810	1300
110PS	10.1-11.8	-	-	1461	4	108.5	245	6M	D	2810	1353

SKODA

	Price (Ex-showroom)*			Engine (cc)	No. of cylinders	Power (bhp)	Torque (Nm)	Gears	Fuel Type	Wheelbase	Weight
	Delhi	Mumbai	Chennai								
Rapid											
1.6	7.1-8.4	7.3-8.6	7.25-8.5	1598	4	105	153	5M	P	2552	1145
1.6 TDI	8.4-9.8	8.6-10	8.5-9.9	1598	4	105	250	5M	D	2552	1205
1.6 AT	8.7-9.4	9-9.6	8.9-9.6	1598	4	105	153	6A	P	2552	1180
Yeti 2.0 TDI											
Yeti 2.0 TDI	13.9-17.5	14.2-17.9	14.1-17.8	1968	4	140	320	6M	D	2578	1543
Octavia											
1.4 Petrol	16-17	16.6-17.7	16.9-18.2	1395	4	138	250	6M	P	2688	1260
1.8 Petrol	21	21.7	22.1	1798	4	177	250	7A	P	2688	1395
2.0 TDI	18.2-22.8	18.8-23.7	18.8-23.6	1968	4	141	330	6M/6A	D	2688	
Superb											
1.8 TSI MT	18-20	18.5-20.4	18.4-20.2	1798	4	160	250	6M	P	2761	1533
1.8 TSI AT	21.5	22	21.9	1798	4	160	250	7A	P	2761	1567
2.0 TDI	22.6-24.4	23-25	23-24.8	1968	4	140	320	6A	D	2761	1608

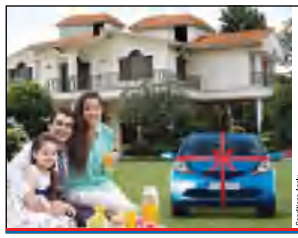
SSANGYONG

	Price (Ex-showroom)*			Engine (cc)	No. of cylinders	Power (bhp)	Torque (Nm)	Gears	Fuel Type	Wheelbase	Weight
	Delhi	Mumbai	Chennai								
Rexton											
RX5	18.8	18.7	19.1	2696	5	162	340	5M	D	2835	-
RX7	21	20.9	21.4	2696	5	184	402	5A	D	2835	-

TATA

	Price (Ex-showroom)*			Engine (cc)	No. of cylinders	Power (bhp)	Torque (Nm)	Gears	Fuel Type	Wheelbase	Weight
	Delhi	Mumbai	Chennai								
Aria											
Aria	13.2-16.5	11.9-16.9	11.8-16.8	2179	4	138	320	5M	D	2850	-
Bolt											
Bolt (P)	-	4.6	-	1193	4	89	140	5M	P	2470	1095
Bolt (D)	-	5.7	-	1248	4	74	190	5M	D	2470	1132
Safari											
Safari	8.1-13.2	8.1-13.5	8.2-13.4	2179	4	138	320	5M	D	-	-
Nano											
Nano	1.2-1.7	1.7-2.3	1.7-2.3	624	2	34.5	48	4M	P	2230	600
Indica											
Indica Vista Saffire	3.4-3.8	4.2-5.1	3.4-4.5	1172	4	65	96	5M	P	-	-
Indica Vista Quadrajet	4.4-4.7	4.7-6	4.5-5.6	1248	4	75	190	5M	D	-	-
Indica Vista TDI	3.7	5	4.45	1405	4	71	135	5M	D	-	-
Indica Vista Saffire 90 Aura +	6.62	6.85	6.1	1368	4	89	116	5M	P	-	-
Indigo											
Indigo CS eGLS	3.8-4.9	4.8	5.1	1396	4	64	105	5M	D	2450	1065
Manza	4.8-5.9	6.1-7.7	6.5-7.3	1366	4	89	116	5M	P	2520	1210
Manza D	5.7-6.8	7-8.6	6.8-8.5	1248	4	89	200	5M	D	-	-
Sumo											
Sumo Grande	6.7-7.6	7.6-9.4	7.5-9.5	2197	4	119	250	5M	D	2250	1940
Sumo Gold	5.7-7.1	5.8-7.1	5.8-7.2	2956	4	82	250	5M	D	2425	-
Venture											
Venture	4.9-5.4	5.1-5.6	5.1-5.7	1405	4	70	135	5M	D	2100	-
Xenon											
Xenon	9.7-10.7	9.9-11	10-11	2179	4	138	320	5M	D	3150	1900-1900
Zest											
Zest (P)	4.6-5.6	4.6-6.1	-	1193	4	89	140	5M	P	-	-
Zest (D)	5.6-6.9	5.7-7.1	-	1248	4	89	200	5M	D	-	-

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TOYOTA

	Price (Ex-showroom)*			Engine (cc)	No. of cylinders	Power (bhp)	Torque (Nm)	Gears	Fuel Type	Wheelbase	Weight
	Delhi	Mumbai	Chennai								
Liva											
1.2	4-6	4.1-6	4.2-6.1	1197	4	79	104	5M	P	2460	890-920
1.4 D	5.6-5.9	5.5-5.8	5.6-6	1364	4	67	170	5M	D	2460	980
Etios											
1.5	5-6	5-7	5-7	1496	4	89	132	5M	P	2550	900-930
1.4 D	6.5-7.9	6.4-7.8	6.5-8	1364	4	67	170	5M	D	2550	990-1005
Etios Cross											
1.4 D	6.9	-	-	1496	4	89	132	5M	P	2550	900-930
1.5 D	7.3	-	-	1364	4	67	170	5M	D	2550	990-1005
Corolla Altis											
1.8	10.6-14.9	10.6-14.8	10.9-15.3	1798	4	138	173	6M	P	2600	1180-1270
1.4 D	11.7-14.9	11.7-14.8	12-15.2	1364	4	87	205	6M	D	2600	1230-1270
Camry											
2.5 AT	28.5	30	28.8	2494	4	178	220	6A	P	2775	1475
Hybrid	33.2	35	35.7	2494	4	158	200	6A	P+E	2775	1475
Innova											
2.0	9.3-12.5	9.2-12.4	9.4-12.7	1998	4	130	181	5M	P	2750	1575-1585
2.5 D	8.8-13.1	8.7-13	9-13.4	2494	4	100	200	5M	D	2750	1660-1680
Fortuner											
4x2 MT	19.9	19.9	20.3	2982	4	169	343	5M	D	2750	1885
4x2 AT	20.7	20.6	21	2982	4	169	343	4A	D	2750	1885
4x4 MT	20.9	20.9	21.3	2982	4	169	343	5M	D	2750	1970
Land Cruiser											
Land Cruiser Prado VX-L	54.3	53.6	55.3	2982	4	171	410	5A	D	2790	2140
Land Cruiser	89.5	88.4	91.2	4461	8	285	648	6A	D	2850	2720

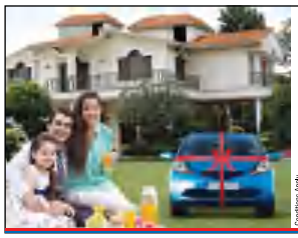
VOLKSWAGEN

	Price (Ex-showroom)*			Engine (cc)	No. of cylinders	Power (bhp)	Torque (Nm)	Gears	Fuel Type	Wheelbase	Weight
	Delhi	Mumbai	Chennai								
Polo											
1.2 MPI	5.3-8.5	5.2-8.3	-	1198	3	73	110	5M	P	2469	1049
1.5 TDI	6.7-8.5	6.6-8.3	-	1498	4	88	230	5M	D	2469	1158
Vento											
1.2 TSI	10.5	10.3	-	1197	4	103	175	7A	P	2552	1174
1.6 MPI	7.8-9.3	7.6-9.1	-	1598	4	103	153	5M	P	2552	1137
1.5 TDI	9-10.4	8.9-10.2	-	1498	4	103	250	5M/7A	D	2552	1233
Jetta											
1.4 TSI	14.2-15.7	13.9-15.4	-	1390	4	121	200	6M	P	2648	1354
2.0 TDI	15.3-20.2	15-19.8	-	1968	4	138	320	6M/6A	D	2648	1439

VOLVO

	Price (Ex-showroom)*			Engine (cc)	No. of cylinders	Power (bhp)	Torque (Nm)	Gears	Fuel Type	Wheelbase	Weight
	Delhi	Mumbai	Chennai								
S60											
D3	-	26.2-29.5	26.5-29.5	1984	4	163	400	-	D	-	-
D4	31.9-34.4	-	-	1984	4	163	400	-	D	-	-
D5	37.5	32.4	31.6	2400	5	205	-	6M/A	D	2776	1680
XC60											
D4	41.5-44.6	-	-	2400	5	205	420	6M/6A	D	2774	1796
D5	48	44.6	42	2400	5	205	420	6M/6A	D	2774	1796
D3	-	38.3-41.5	35.9-38.9	1984	4	163	400	-	D	-	-
XC90											
D5	-	44.8	43.6	2400	5	200	420	6A	D	2857	2208
S80											
D4	41.8	-	-	2400	5	215	420	6A	D	2835	1634
D5	45.5	41.1	40	2400	5	215	420	6A	D	2835	1634
D3	-	34.8-37.9	33.9-36.9	1984	4	163	400	6A	D	2835	1609
V40 Cross Country											
V40	31.9	-	-	1984	5	148	350	6A	P	-	-

*** All prices in lakhs**



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Union Miles ROI 10% p.a.

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BAJAJ

	Price (Ex-showroom; in Thousands)			Engine (cc)	Power (bhp)	Torque (Nm)	Gears	Weight (Kg)
	Delhi	Mumbai	Chennai					
Platina								
Platina	33	37	36	99	8	8	4	113
Platina 125	36	41	41	124.6	9	11	4	113
Platina 100ES	44.5	46.6	45.8	102	8	8.6	4	108
Discover								
Discover 100T	40	53	40	102	10	9.2	5	115
Discover 125	45.5	48	46	124.6	11	11	4	118
Discover 150	46	48	48	145	13	13	5	121
Pulsar								
Pulsar 135LS	50	51	51	134.6	13	11	5	122
Pulsar 150 DTSi	58	57	58	149	15	12	5	143
Pulsar 180 DTSi	62	58	59	178	17	14	5	147
Pulsar 200NS	88	95	-	200	23	18.3	5	147
Pulsar 220 DTSi	74	71	72	220	21	19	5	148
Pulsar RS200	118-130	118-130	120-132	200	24.2	18.6	5	165
Avenger								
Avenger 220 DTSi	64-68	64	65	220	19	17	5	155

BMW

	Price (Ex-showroom; in Thousands)			Engine (cc)	Power (bhp)	Torque (Nm)	Gears	Weight (Kg)
	Delhi	Mumbai	Chennai					
R 1200	1665-2294	-	-	1170	110	120	6	223-259
K 1300	1919-2192	-	-	1293	173	140	6	243-254
S 1000RR	2109	-	-	999	193	112	6	206
HP2 Sport	2993	-	-	1170	133	115	6	199
K 1600	2699-2962	-	-	1649	160	175	6	332-348

DUCATI

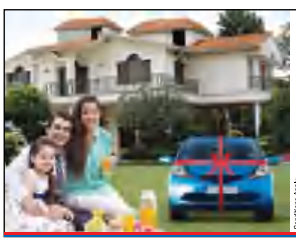
	Price (Ex-showroom; in Thousands)			Engine (cc)	Power (bhp)	Torque (Nm)	Gears	Weight (Kg)
	Delhi	Mumbai	Chennai					
Diavel	-	-	-	1198	162	127	6	205
Hypermotard 796	1120	1120	1120	803	80	75	6	167
Hypermotard 1100	1489	1489	1489	1078	94	103	6	172
Monster 795	-	-	-	803	85	78	6	167
Monster 1100	1761	1761	1761	1078	94	103	6	169
Streetfighter	2183	2183	2183	1099	153	115	6	169
SBK 848	1318	1318	1318	849	138	98	6	168
SBK 1198	2067	2067	2067	1198	168	131	6	171
Multistrada 1200	2006	2006	2006	1198	148	118	6	217

DSK BENELLI

	Price (Ex-showroom; in Thousands)			Engine (cc)	Power (bhp)	Torque (Nm)	Gears	Weight (Kg)
	Delhi	Mumbai	Chennai					
TNT 300	283	291	288	300	37.7	26.5	6	196
TNT 600i	515	529	524	600	83.9	54.6	6	231
TNT 600 GT	562	578	572	600	83.9	54.6	6	243
TNT 899	948	975	965	898	-	-	6	-
TNT R	1181	1214	1202	1131	-	-	6	-

DSK HYOSUNG

	Price (Ex-showroom; in Thousands)			Engine (cc)	Power (bhp)	Torque (Nm)	Gears	Weight (Kg)
	Delhi	Mumbai	Chennai					
GT250R	282	294	277	250	28	22	5	188
GT650N	373	412	383	650	73	61	5	208
GT650R	463	509	468	650	73	61	5	215
ST7	579	627	586	700	58	57	5	244
Aquila 650	525	569	538	647	74	62	5	230



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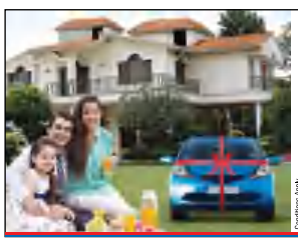
	Price (Ex-showroom; in Thousands)			Engine (cc)	Power (bhp)	Torque (Nm)	Gears	Weight (Kg)
	Delhi	Mumbai	Chennai					
Sportser								
883 Superlow	550	550	-	883	NA	70	5	255
Iron 883	650	650	-	883	NA	70	5	255
XL 883R	750	750	-	883	NA	70	5	260
XL 1200N	995	995	-	1200	NA	98	5	260
XR 1200X	1195	1195	-	1200	NA	100	5	260
Dyna								
Street Bob	1395	1395	-	1584	NA	123	6	305
Super Glide Custom	1545	1545	-				6	310
Softail								
Fat Boy	1845	1845	-	1584	NA	120	6	330
Heritage Classic	1945	1945	-	1584	NA	117	6	341
Night Rod Special	1895	1895	-	1250	NA	111	5	307
Touring								
Road King	2045	2045	-	1584	NA	127	6	368
Street Glide	2195	2195	-	1584	NA	131	6	368
Ultra Classic Electra Glide	3495	3495	-	1802	NA	150	6	430

HERO

	Price (Ex-showroom; in Thousands)			Engine (cc)	Power (bhp)	Torque (Nm)	Gears	Weight (Kg)
	Delhi	Mumbai	Chennai					
Splendor Plus	45.8	46.6	46.5	97	7	7	4	109
Splendor Pro	46.6	47.3	47.6	97	7	8	4	109
Splendor NXG	42.7	43.5	43.6	97	7	7	4	107
Splendor iSmart	50	50.9	50.9	97	8.2	8	4	110
Splendor Pro Classic	50.5	51.2	51.4	97	8.2	8	4	109
Passion Pro	47.6	48.4	49	97	7	7	4	119
Passion Pro TR	53.5	54.4	54.9	97	8.2	8	4	119
Passion XPRO	49.5	50.4	51.1	97	8.6	9	4	130
Super Splendor	53.6	54.4	54.7	124	9	10	4	121
Glamour	55.9	56.3	56.7	124	9	10	4	129
Glamour FI	65.6	66.3	66.4	124	9	10	4	125
Achiever	61.4	62.3	62.2	149	13	13	5	138
Hunk	69.7	70.8	70.9	149	14	13	5	146
Karizma	83.9	86.7	85	223	17	18	5	150
Impulse	71.4	72.7	72.7	149	13	13	5	-
Karizma ZMR	105.5	109.3	107.1	223	18	18	5	159
Pleasure	44.6	49.5	46.6	102	7	8	A	104
Maestro	48.3	50.7	50.8	109	8.2	9	A	110
HF Dawn	39.4	39.6	40.2	97	8.2	8	4	109
HF Deluxe	42.1	42.8	43	97	8.2	8	4	109
HF Deluxe Eco	46.1	46.9	47.2	97	8.2	8	4	112
Xtreme	71.9	70.3	70.9	149	14.2	12	5	145
Xtreme Sports	71.4	71.1	71.9	149	15.6	13	5	146
Ignitor	60.5	61.6	61.5	124	10.9	11	5	129

HONDA

	Price (Ex-showroom; in Thousands)			Engine (cc)	Power (bhp)	Torque (Nm)	Gears	Weight (Kg)
	Delhi	Mumbai	Chennai					
Dream Neo	46.2	49.2	47.3	109	8.25	8.6	4	105
Dream Yuga	50.5	54.6	53.8	109	8.25	8.6	4	108
CD 110 Dream	43.2	47.4	45	109.2	8.3	8.6	4	105
CB Shine	53.8	58	57	124	10	10	4	122
CB Twister	49.7	53.8	53	109	9	9	4	108
CB Trigger	68.4	73.3	72	149.1	14	12.5	5	137
CBF Stunner	58.4	63	61.8	124	11	11	5	129
CB Unicron	66.7	71.6	70.3	149	13	12	5	146
CB Unicorn 160	72	77	75.5	163	14.5	14.6	5	135
CBR 1000RR	1546	1659	-	999	175	112	6	199
CB 1000R	1182	1274	-	999	124	100	6	217
VFR 1200F	1763	1886	-	1237	170	130	6	267
Gold Wing	2850-3150	2850-3150	-	1832	117	167	5	-



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	Price (Ex-showroom; in Thousands) Delhi	Mumbai	Chennai	Engine (cc)	Power (bhp)	Torque (Nm)	Gears	Weight (Kg)
VT 1300C	1399	1525	-	1312	57	107	5	303
CBR 150R	122	130	126.5	149	18	13	6	139
CBR 250R	158	167	163	249	26	22.9	6	167
Dio	46.7	50.6	49.8	109	8	8.8	A	105
CBR 650F	730	-	-	648	85.8	62.9	6	215
Activa								
3G	48.8	52.8	52	109	8	8.8	A	108
i	45.6	49.4	48.7	109.2	8	8.7	A	103
125	55.1	59.4	58.4	124.9	8.6	10.1	A	112
Aviator	50	54	53.2	109.2	8	8.8	A	109

INDIAN

	Price (Ex-showroom; in Thousands) Delhi	Mumbai	Chennai	Engine (cc)	Power (bhp)	Torque (Nm)	Gears	Weight (Kg)
Indian Chief	2650-3300	-	-	1811	-	139	6	368
Indian Scout	1190	-	-	1133	100	97.7	6	253

KAWASAKI

	Price (Ex-showroom; in Thousands) Delhi	Mumbai	Chennai	Engine (cc)	Power (bhp)	Torque (Nm)	Gears	Weight (Kg)
Z 250	299	-	-	249	31.5	21	6	166
ER 6N	478	-	-	649	71	64	6	204
X800	790	-	-	806	111	83	6	231
X1000	1250	-	-	1043	140	111	6	221
Ninja								
Ninja 300	280	290	-	249	33	22	6	172
Ninja 650 R	500	500	-	649	72	66	6	178
Ninja ZX-10R	1570	-	-	998	197	112	6	-
Ninja ZX-14R	1690	-	-	1441	210	162.5	6	-

KTM

	Price (Ex-showroom; in Thousands) Delhi	Mumbai	Chennai	Engine (cc)	Power (bhp)	Torque (Nm)	Gears	Weight (Kg)
Duke								
Duke 200	1.17	-	-	200	25	19	6	145
Duke 390	183	1.8	1.84	373	43	35	6	145
RC								
RC 390	205	-	-	373	43	35	6	147
RC 200	160	-	-	199	25.5	19	6	137

MAHINDRA

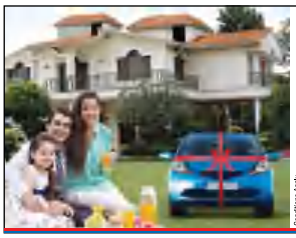
	Price (Ex-showroom; in Thousands) Delhi	Mumbai	Chennai	Engine (cc)	Power (bhp)	Torque (Nm)	Gears	Weight (Kg)
Centuro	45-51	46-52	46-51	106	8.4	8.5	4	111
Gusto	45-49	47-51	49-51	109.6	8	9	A	-
Duro	-	47	49	124.6	8.1	9	A	114
Rodeo	49-50	49-50	52-53	124.6	8.1	9	A	111

PIAGGIO

	Price (Ex-showroom; in Thousands) Delhi	Mumbai	Chennai	Engine (cc)	Power (bhp)	Torque (Nm)	Gears	Weight (Kg)
Vespa	66.5-80	70-84.4	-	125	10.6	-	A	114

ROYAL ENFIELD

	Price (Ex-showroom; in Thousands) Delhi	Mumbai	Chennai	Engine (cc)	Power (bhp)	Torque (Nm)	Gears	Weight (Kg)
Electra Twin Spark	94	95	95	346	20	28	5	183
350 STD	89	85	85	346	18	32	4	180
Thunderbird Twin Spark	97	99	97	346	20	28	5	182
Thunderbird 500	-	-	-	499	27	41	5	-
Bullet 500	153	-	-	499	26	41	5	-
Classic 350	99	100	99	346	20	28	5	182
Classic 500	124	128	124	499	26	41	5	187
Continental GT	192	-	-	535	28.5	44	5	184



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SUZUKI

	Price (Ex-showroom; in Thousands)			Engine (cc)	Power (bhp)	Torque (Nm)	Gears	Weight (Kg)
	Delhi	Mumbai	Chennai					
SlingShot	45	47	45	124	8	10	5	127
Gixxer	80	82	84	155	14.6	14	5	135
Gixxer SF	83.4	-	-	155	14.6	14	5	139
GS 150R	58	63	62	149	14	13	5	149
Bandit	850	850	-	1255	96	106	5	250
GSX-R1000	1270	1270	-	999	182	117	6	205
Hayabusa	1250	1250	-	1340	183	146	6	260
Intruder	1250	1250	-	1783	126	160	5	347
Access	47	51	-	124	8.6	-	A	115
Swish	50.5	54.9	-	124	8.6	-	A	110
Hayate	44.9	48.1	-	112.8	8.3	-	A	112

TRIUMPH

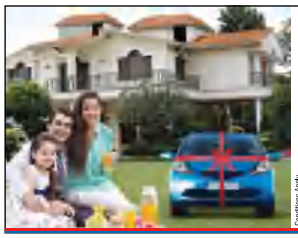
	Price (Ex-showroom; in Thousands)			Engine (cc)	Power (bhp)	Torque (Nm)	Gears	Weight (Kg)
	Delhi	Mumbai	Chennai					
Bonneville	575-660	-	-	865	68	69	5	230
Thruxton	675	-	-	865	68	69	5	230
Speed Triple	1040	-	-	1050	126	104	6	214
Street Triple	750	-	-	675	79	57	6	183
Tiger 800XC	1200	-	-	800	94	79	6	215
Tiger Explorer	1790	-	-	1215	135	121	6	259
Daytona	1140	-	-	675	126	74	6	184
Thunderbird Storm	1300	-	-	1699	97	156	6	339
Rocket III	2000	-	-	2294	145	221	5	367

TVS

	Price (Ex-showroom; in Thousands)			Engine (cc)	Power (bhp)	Torque (Nm)	Gears	Weight (Kg)
	Delhi	Mumbai	Chennai					
Star Sport	33	36	34	99	7	7	4	99
Star City	39	39	40	109	8	8	4	104
Jive	41	42	43	109	8	8	4	110
Flame	43-47	45-48	45-49	124	10	10	4	123
Apache RTR	59-66	58-67	62-67	159	15	13	5	138
Apache RTR 180	64	68	67	177	17	15	5	137
Scooty Pep+	44.9	46.8	-	87.8	5	-	A	95
Scooty Streak	47.5	36	-	87.8	5	-	A	96
Wego	52	56.5	-	109.7	8	-	A	110
Max 4R	47.4	49.8	-	109.7	8.2	-	A	118

YAMAHA

	Price (Ex-showroom; in Thousands)			Engine (cc)	Power (bhp)	Torque (Nm)	Gears	Weight (Kg)
	Delhi	Mumbai	Chennai					
Crux S	40	40	41	106	7	7	4	113
YBR 110	41	41	41	106	7	8	4	123
SS125	42-46	43-47	43-47	123	11	10	5	128
YBR 125	47	50	51	123	11	10	5	127
SZ	49-54	50-55	49-55	153	12	13	5	132
FZ	65-67	65-67	65-67	153	14	14	5	137
Fazer	72	72	72	153	14	14	5	141
YZF R15	97	97	97	149	17	15	6	131
FZ1	1000	1000	-	998	147	106	6	214
MT01	1050	1050	-	1670	89	150	5	243
YZF R1	1050	1005	-	998	185	118	6	206
Vmax	2000	2000	-	1679	196	166	5	310
Ray	53.5	56.3	-	113	7	-	A	104
Crux	55.9	58.1	-	105.6	7.6	-	A	113
R3	325	-	-	321	41.4	29.6	6	169



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The Motobot

The new Yamaha R1 is an incredibly powerful machine. Its litre engine can pump out nearly 200bhp, which allows the bike to race from 0-100km/h in just 2.7 seconds and reach speeds in excess of 300km/h. To put it simply, the new Yamaha R1 is a beast of a machine. The bike was developed using technology borrowed over from the MotoGP bike, and Valentino Rossi has said that the R1M is the closest a production model will ever get to being a full-fledged race prepped bike. So, obviously, it's a bike for experienced riders.

However, to ride this powerful motorcycle, Yamaha recruited a rider who has never ever ridden anything before! This obviously sounds outrageous, but it's about to sound downright blasphemous because the purpose of this 'special' rider is to ride the R1 faster than the legendary Valentino Rossi. Obviously it's not possible for any human being who has never ridden before to just simply hop onto a 200bhp maniacal machine and beat the greatest rider of all time. But what if that rider was a robot?

Yes, Yamaha have a built a robot – the Motobot – whose sole purpose is to ride a motorcycle better than Mr Valentino Rossi. The robot, in a video message addressed to Rossi, says, "I am Motobot, and I was created to surpass you." This 'autonomous motorcycle-riding humanoid robot' is mounted atop Yamaha's flagship YZF-R1 motorcycle and looks very much like a professional MotoGP racer crouching low toward the handlebars to accelerate down a racetrack.

Motobot is capable of performing innumerable complex motions that, in general, humans can do far more easily than robots can. Yamaha believes that creating an autonomous robot capable of piloting a regular vehicle that has no modifications will help them improve their products and help develop "advanced rider safety systems."

Whether or not the Motobot can prevail over legendary Valentino Rossi, however, remains to be seen...



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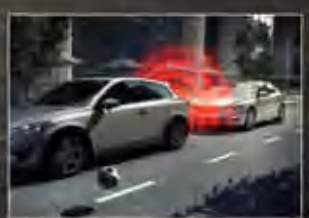


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